

POMRIL

Pure Non-alcoholic
APPLE JUICE.

Per Dozen Quarts \$6.00.

Per Dozen Pints \$3.50

H. Price & Co.

The China Mail

ESTABLISHED 1845.

CLUB

WHISKY

Finest Value in the Colony.

\$14.00 Per Dozen.

H. Price & Co.

No. 13,171

號九十月六年五零百九千一英

HONGKONG, MONDAY, JUNE 18, 1905.

日七十月五年巳乙

PRICE, \$8.00 Per Month.

MACEWEN, FRICKEL & CO.

FORWARDING DEPARTMENT.

REGULAR Weekly Departures for
EUROPE.
Parcels and Goods shipped to all parts
of the World.
All Expenses, including Duty and other
charges, may be paid by order,
or otherwise as desired.
Goods received for Storage, Packing,
Shipment or Transshipment.
Estimates for Freight and other charges
upon receipt of Cubic Capacity, Contents,
Weight and Value.

CHINA PARCEL EXPRESS.

Office—3, DUNDRELL STREET.

Hongkong, December 5, 1904. 1815

Intimations:

KOWLOON BOWLING GREEN CLUB,
AUSTIN ROAD.

TENDERS are required for ALTERA-
TIONS and EXTENSION to the
above GREEN PLANS, &c., can be seen
by applying to the Hon. Sec., A. R.
KINROSS, Kowloon Dock.
Hongkong, June 16, 1905. 1159

HOTEL BALTIMORE

(Late Hotel America)

2, WYNDHAM STREET.

A FIRST-CLASS HOTEL under
European Management.
NICELY FURNISHED, AIRY ROOMS.
EVERY COMFORT FOR RESIDENTS
AND TOURISTS.

EXCELLENT CUISINE.

Three minutes walk from the Ferry Wharf.

Terms Reasonable.

Apply THE MANAGERESS.

Hongkong, June 14, 1905. 1151

COMMERCIAL UNION ASSUR- ANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCI-
DENT, PLATE-GLASS-INSURANCE
and FIDELITY Guarantee Policies issued
at Lowest Current Rates.

W. H. TRENGHARD DAVIS,
Branch Manager & Underwriter.

Hongkong, June 9, 1905. 1128

NOTICE.

THE HONGKONG & CHINA GAS
COMPANY, LIMITED beg to notify
the Public that in addition to the recent
REDUCTION IN PRICE OF GAS TO
\$3.00 PER THOUSAND cubic feet, they
now offer the following FAVOURABLE
TERMS TO INTENDING CONSUMERS:

1.—SERVICES up to 50 feet in length
will be held FREE.

2.—NO CHARGE will be made for
METER-FIXING.

THESE CONCESSIONS will only apply
to houses in which the work of fitting
internal pipes is carried out by the Gas
Company.

ESTIMATES for any kind of Gas-fittings
will be supplied WITHOUT COST to in-
tending or existing customers.

THE COMPANY hire or sell all kinds of
Gas Fittings—whether for Heating,
Cooking or Lighting—and INVITE IN-
SPECTION of their Stock at their NEW
SHOW ROOMS at WEST POINT.

GEORGE CURRY,
Local Secretary.

Hongkong, June 12, 1905. 1138

PERFECTION IN CHEESE.

ESSEN'S CRUSTLESS DUTCH

DUTCH OREAM CHEESE

in 1 Kilo Tins.

OF ALL DEALERS.

Hongkong, May 27, 1904. 1039

THE POPULAR SCOTCH

IS
BLACK & WHITE



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and

THE PRINCE OF WALES

Supplied at all the Leading Clubs and
Hotels, and to be obtained from LANE
CRAWFORD & Co., Queen's Road
Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD. AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,983 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,965 tons, Captain J. J. Leach.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m.
(Sunday Excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Sum-
mer Time Table).

Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.
Cheap Excursions on Sundays per s.s. HONAM, leaving Hongkong at 9 a.m., and
returning from Macao at 7 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentine.
s.s. NANNING, 589 tons, Captain O. Burchard.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Hongkong-Wuchow Line.

The Twin Screw Steamer LINTAN, 875 Tons, Captain B. Branch,
Makes a Round Trip to Wuchow (calling at all ports en route) and back every 6 days.
This Fine New Steamer has Excellent Saloon Accommodation and all Modern
Comforts.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED.

THREE MINUTES' WALK FROM POST OFFICE.

SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE.

Hongkong, September 6, 1904. 1635

HARRIS-KEENEY COMPANY

BEG to announce that they HAVE OPENED A SHOW ROOM IN PEDDER
STREET, Next to the Post Office, just opposite the main entrance to the Hong-
kong Hotel, with a full line of High-grade FIDRE, RATTAN and HARDWOOD
FURNITURE, etc., etc.

DON'T FORGET THE LOCATION.

Hongkong, April 22, 1905. 19

CLARK'S STUDIO,

4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES.

AMATEUR WORK A SPECIALITY.

Hongkong, October 5, 1904. 1812

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: CARMICHAEL, HONGKONG.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1905. 563

BOVRIL

gives you

Strength.

To be obtained at all Stores, CHEONG
HONG, &c., throughout Hongkong, China
and Japan

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.
China Mail Office.

Hongkong, August 2, 1904. 1419

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.

FOR TERMS, APPLY TO THE MANAGER.

Hongkong, April 18, 1905. 604

LEE WING & CO. 義

23 & 25, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS STEEL

IRON WARE, &c.

STEEL GIRDERS and TREES.

CORRUGATED IRON, PIG IRON, &c.,

Suitable for

Ships, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

NIPPON LAUNDRY.

No. 52 and 53, PRAYA EAST.

All Work done in this Establishment
is promptly executed. Neatness a
Speciality. Ironing and Washing done by
experienced Japanese.—PRICES MODERATE.

G. MONY, Proprietor.

Hongkong, February 13, 1905. 508

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

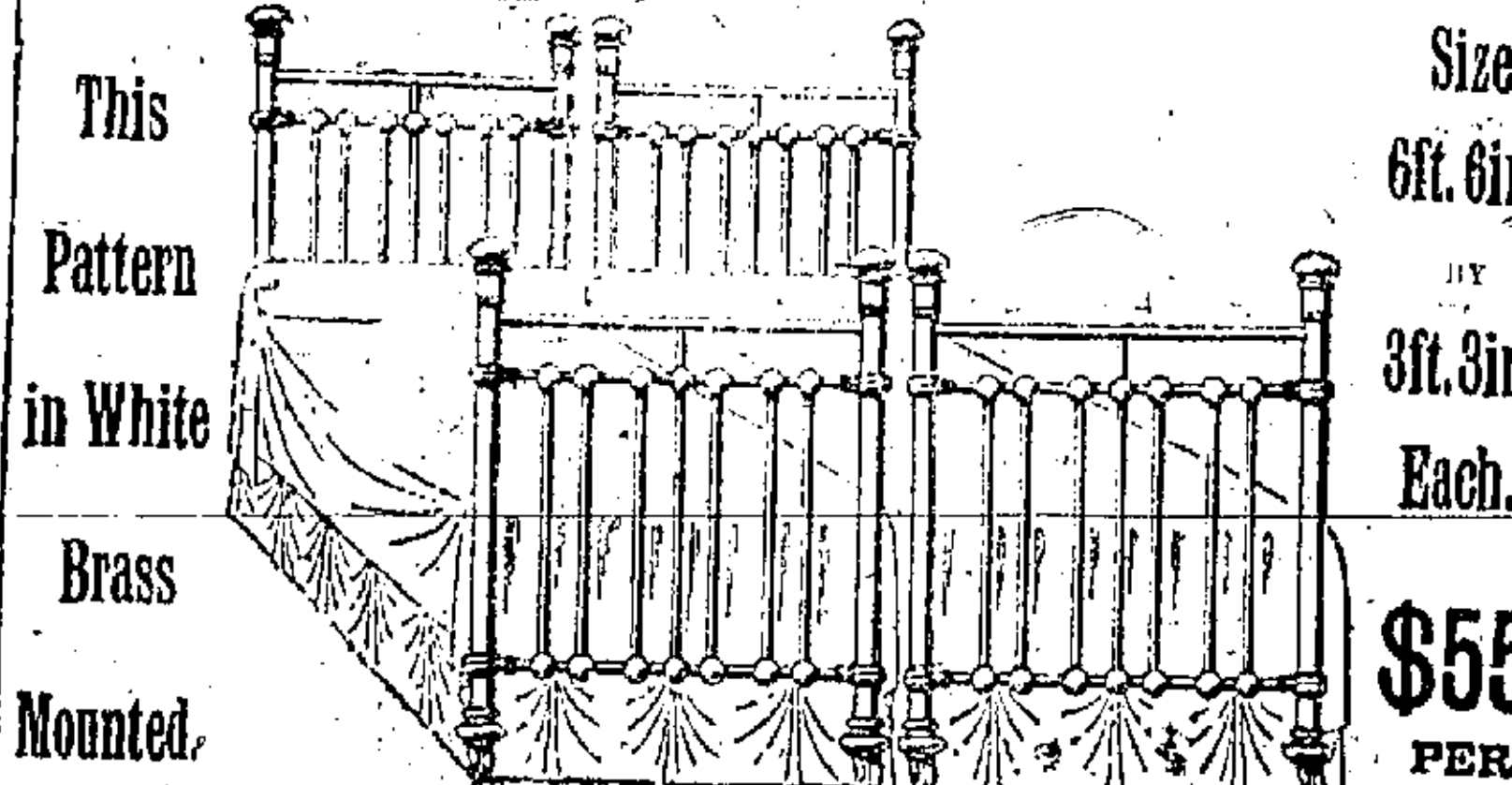
FOR HIGH OR LOW PRESSURES.

PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



LANE, CRAWFORD & CO.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
PEN to the South Winds in Summer and protected from the North-East Winds in
Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL

TERMS:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.

Hongkong, March 27, 1905. 16

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.

Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, November 3, 1904. 1965

N. LAZARUS,

OPTICIAN, 10, D'AGUILAR

STREET, HONGKONG.

SIGHT TESTED FREE. LENSES GRIND ON THE PREMISES.

A. S. TUXFORD, Manager.

Hongkong, October 1, 1904. 1797

IF YOU WANT A GOOD STEAK

VISIT

SAM NEWMAN'S SILVER GRILL ROOMS,

37, DES VŒUX ROAD.

Hongkong, March 29, 1905. 509

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 a.m. till 5 p.m. all day. 35 1/2 years'

experience in tattooing is a guarantee of good work and prompt execution. My

Colours are absolutely fast and perfectly harmless, and produce a charming effect not

attained by any other, as their composition is only known to me. H. R. H. The Duke

of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;

besides many others of High Rank. Prices Moderate and satisfaction guaranteed as

attested by 3700 Recommendations which I have received from all Sources.

Hongkong, August 2, 1904. 1419

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2653

FAIRALL & CO.

SEASON'S NOVELTIES

IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Hongkong, May 20, 1905. 1098

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply

THE MANAGER.

Hongkong, August 1, 1904. 1419

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy

Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to

THE MANAGER.

Hongkong, August 1, 1904. 1419

'NESTOR'

SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT

IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW STOCK JUST LANDED.

Foster's Soft Playing Bridge Cards. Quill Tooth Picks.

Date Stands. Patent Envelope Fasteners and Red Seals.

Combined Box Snow White Correspondence Cards and Envelopes.

Sultan and Pasha Egyptian Cigarettes. Letter Bal

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.
NEW BELATIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCH-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
64, QUEEN'S ROAD CENTRAL.

JAPAN



GOALS.

mitsui bussan KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SURUGADONO, TOKYO.
LONDON BRANCH: 24, LIME STREET, E.C. 6.
HONGKONG BRANCH: PRINCE'S BUILDINGS, 100 HONG KONG STREET, FIRST FLOOR.
OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Batavia, Manila, Amoy,
Shanghai, Ochof, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Kobe, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimono, Moji, Wakasa,
Katsuta, Karatsu, Nagasaki, Kuchino, Soerbo, Maizuru, Miike, Hakodate,
Tatoh, etc.
Telegraphic Address: "MITSUI" (A.B.O. and A. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fushida, Mameda, Maunara,
Onara, Otsuji, Sasahara, Tsakuro, Yoshinaka, Yashio, Yanokihara, and other
Coals.
S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

DINNEFORD'SThe Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Gastric Bruciations, Bilious Affections.The Physicist's
Cure for Gout,
Rheumatic Gout,
and Gravel.Safest and most
effective Medicine for
Infants, Children,
Delicate Females,
and the Sick.**DINNEFORD'S
MAGNESIA**

JOHN OAKLEY & SONS
EMERY
EMERY GLASS BLACK
CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS, Limited, "Wellington" Mills, LONDON.

Why not please yourself?
You undoubtedly will if you use**van Houten's
Cocoa**It is as beneficial to health
as it is delightful to the taste."Pure and Unmixed."
"Yields a maximum proportion of the valuable food
constituents of the cocoa bean."—THE LANCET.
"Perfect in Flavour, Pure and well prepared."
—BRITISH MEDICAL JOURNAL.

Best & Goes Farthest.

Intimations.

mitsu BISHI CO.

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI,"
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.AL. ABU 5th EDITION, WESTERN
UNION CODES USED.ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. V. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: GEARING & Co.
MANILA: MACDONALD & Co.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fushida, Mameda, Maunara,
Onara, Otsuji, Sasahara, Tsakuro, Yoshinaka, Yashio, Yanokihara, and other
Coals.
S. MINAMI, Manager, Hongkong.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery, have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.

Hongkong, March 11, 1905.

JOHN S. ALLEN,

EXPORT MERCHANT.

117, PITT STREET,
SYDNEY, N.S.W.SOLE Export Agent for China, Japan
and Philippine Islands for The
South Wales Concentrated Milk Company.

CORRESPONDENCE INVITED.

Hongkong, February 20, 1905.

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY OF
TURKISH TOBACCO. Our EGYPTIAN
CIGARETTES are Fresh, as we
make them every day. We can recommend
them as First-class Smoking. We receive
our Tobacco Fresh from Egypt by every
mail. A Trial Order will satisfy the most
sceptical. We defy competition.

T. E. P. SPYROPOULOS, Proprietor.

Hongkong, February 15, 1905.

HUMPHREYS' ESTATE & FINANCE

CO., LD.

THE SHARE CERTIFICATE No. 67
for Eighty-seven Shares Numbered
109730-109736 inclusive, which the sum
of \$2.50 per Share has been paid-up,
standing in the Register in the name of
JOHN KOYR of Hongkong, having been
lost, NOTICE IS HEREBY GIVEN that
unless the said Certificate be produced at
the Office of the Company, Alexandra
Buildings, Des Voeux Road, Victoria,
Hongkong, on or before 6th JULY, 1905,
a new Certificate for the said Shares will be
issued, and the old Certificate will there-
after be held by the Company as null and
void.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, June 6, 1905.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

NOTICE.

THE Certificate No. 2493 for 25 Shares
in the above Company numbered
14306 to 14330 inclusive, standing in the
Register of Shareholders in the name of
TONG SHOU PANG, also the Certificate
No. 2494 for 25 Shares in the above
Company numbered 14331 to 14357 inclu-
sive, standing in the Register of Share-
holders in the name of TONG SHOU
KIANG, having been lost, it is thought,
in the destruction of the Steamship Yuen
Wa by fire in the Yangtze River on or
about the 26th April, 1905. NOTICE IS
HEREBY GIVEN that Duplicate Certifi-
cates for the said fifty Shares will be
issued at the expiration of one calendar
month from the date of this notice, and
that the Original Certificate will, unless
produced within that period, be hereafter
held by this Company as null and void.

DOUGLAS LARPAK & CO.,

General Managers.

Douglas Steamship Co., Ltd.

Hongkong, May 30, 1905.

Intimations.

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

In the Goods of STUART SMITH late
of Highfield Pembury in the County
of Kent, England, deceased.

NOTICE IS HEREBY GIVEN that His
Honour the Chief Justice has in
Virtue of Section 66 of Ordinance No. 2 of
1897, made an Order limiting to the 8th
September, 1905, as the time for Creditors
to send in their claims against the Estate of
STUART SMITH late of Highfield Pembury
in the County of Kent, England, who
died on the 14th day of July, 1904, and
Probate of whose will was granted by His
Majesty's High Court of Justice in England
on the 4th day of August, 1904, to LOUIA
JANET CONSTANCE SMITH Widow,
and sole executrix named in the said Will,
exemplification of which Probate was sealed
by the Supreme Court of Hongkong in its
Probate Jurisdiction on the 16th day of
June, 1905. Notice is also given that all
such claims are to be sent in writing to the
Undersigned prior to the 8th September,
1905, or no notice will be taken of them.
All persons indebted to the above Estate
are requested to make immediate payment
to the Undersigned.

Dated the 17th day of June, 1905.

JOHNSON STOKES & MASTER.

1169

HONGKONG HIGH-LEVELS TRAM-
WAYS CO., LTD.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above named Company
will be held at the Registered office of the
Company, Alexandra Buildings, on TUES-
DAY, the 26th instant, at 12.30 P.M., when
the following Resolutions which were pas-
sed at an Extraordinary Meeting of the
Company, held on Saturday, 3rd of June,
1905, will be submitted for confirmation as
Special Resolutions.

RESOLUTIONS:

1. That it is desirable that the Company
may be dissolved and that it be wound
up voluntarily.
2. That the General Managers be and
they are hereby appointed Liquidators
of the Company.
3. That the Liquidators be and they are
hereby authorized to consent to the
registration of a New Company to be
named the "PEAK TRAMWAYS
COMPANY, LIMITED," with a
Memorandum and Articles of Association
which have been prepared with the
approval of the Consulting Com-
mittee of the Company.
4. That the Liquidators be empowered to
sell to the "PEAK TRAMWAYS
COMPANY, LIMITED," the under-
taking of this Company at the price of
\$200 per share either in cash or shares
of the "PEAK TRAMWAYS COM-
PANY, LIMITED," at the option of
Shareholders of this Company and to
enter into all necessary Agreements to
that effect.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, June 6, 1905.

THE CHINA LIGHT AND POWER

COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS
in the Company, St George's Building, No. 6,
Connaught Road, Victoria, on WEDNES-
DAY, 21st June, 1905, at 11 A.M., for the
purpose of receiving Statement of Accounts
and the Report of the General Managers
for the year ending 28th February, 1905,
and electing a Consulting Committee and
Auditors.

The TRANSFER BOOKS of the Com-
pany will be CLOSED on SATURDAY,
17th to WEDNESDAY, 21st June, both
days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, June 6, 1905.

CHINA LIGHT AND POWER

COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY MEETING of
the above named Company will be held in
the Company's Office, No. 6 Connaught Build-
ing, No. 6 Connaught Road, Victoria, on
WEDNESDAY, 21st June, 1905, at a
quarter past eleven o'clock A.M., when the
subjoined resolution will be proposed.

Should the Resolution be passed by the
required majority it will be submitted for
confirmation as a special resolution to a
second extraordinary meeting which will
be subsequently convened, and in the event
of it being confirmed, and in the event
of being confirmed, the shares will be
offered to Shareholders in the Register on
the 8th day of July in proportion to their
then holdings, and all shares not applied
for by Shareholders will be disposed of by
the General Managers in accordance with
Articles 8 paragraph 2 of the Company's
Articles of Association.

RESOLUTION:
That the Capital of the Company be in-
creased to \$500,000, by the creation of
20,000 new shares of \$10.00 each.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, June 6, 1905.

S. MOUTRIE & CO., LD.,

PIANO AND ORGAN

MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of
second hand Pianos from \$200 up-
wards, and a written guarantee for a test
period of TWO Years given for each in-
strument.

A large consignment of records at the
low figure of \$1.80 each, 5% on wholesale
orders.

The largest and most varied Stock of
Music in China. Inspection solicited. Our
workmen are experienced men.

WE DEFY COMPETITION.

Inspection Invited.

Hongkong, March 3, 1905.

ADVERTISEMENTS.

THE Attention of Advertisers is drawn
to the Latest Hours for receiving
Advertisements and Corrections to Adver-
tisements.

Alterations and additions to Advertisements
on Pages 2, 3, 6 and 7, should be
sent to this Office not later than 11 A.M. New
Advertisements should be sent in before
8 P.M.

G. M. BAIN.

'CHINA MAIL' Office, May, 1904.

Intimations.

IT'S **Rainier** BEER

I DID, I DO,
I WILL ALWAYS
SWEAR RAINIER
FOR
REFRESHMENT
AFTER
RECREATION.

M. J. CONNELL,
Distributing Agents.

FOR SALE BY ALL DEALERS.

Hongkong, May 13, 1905.

PEEK, FREAN & CO.'S

CELEBRATED LONDON

BISCUITS AND CONFECTIONERY.

NEW STOCK JUST ARRIVED OF

SMALL BANANAS,**SWEET WALNUTS,****ASSORTED FRUITS,****PAT-A-CAKE.**

OBTAINABLE AT ALL GENERAL STORES.

Hongkong, May 30, 1905.

To Let.

TO LET.

NO. 6, EAST AVENUE, Kowloon.
Possession from 1st July, 1905.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LD.

Hongkong, June 17, 1905.

TO LET.

NOS. 4 and 5, OBSERVATORY VILLAS,
Kowloon; FIVE-ROOMED HOUSE;
Tennis Court.
Apply to
ARRATTON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, June 13, 1905.

TO LET.

IMMEDIATE POSSESSION. No. 2,
Salbourne Villas (No. 10, Kennedy
Road)—AN 8-ROOMED HOUSE, Ser-
vants' Quarters detached—lately renowed
throughout.

Apply to

MOK KOON YUK,

Comptroller's Office,
Batterfield & Swire.

Hongkong, May 23, 1905.

TO LET.

FROM 1st August next, TOP FLOOR
of 25, DES VOEUX ROAD CENT-
RAL, suitable for Offices.

Apply to

DANG CHEE SON & CO.,

25, Des Voeux Road Central.

Hongkong, June 14, 1905.

TO LET.

MEIRION, No. 2, THE PEAK. Im-
mediate Possession.
Apply to
E. JONES HUGHES.

Hongkong, June 6, 1905.

TO LET.

A BUILDING at Causeway Bay, at
present in occupation of the Steam
Laundry Co., LD.
No. 1, RIFON TERRACE.
FLATS in Morison Terrace, facing the
Polo Ground.
OFFICES, in Course of Erection, Con-
naught Road (near Biske Pier).
GODOWNS PRATA EAST.

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, March 7, 1905.

TO LET—IN KOWLOON.

A Most Desirable RESIDENCE suitable
for Boarding House. 12-ROOMS.
Moderate Rent. For Particulars, apply to
Care of 'CHINA MAIL' Office.
Hongkong, April 25, 1905.

TO LET.

IN KNUTSFORD TERRACE. A Comfortably
FURNISHED FRONT-BED-ROOM
with Board.
Apply
Care of 'CHINA MAIL' Office.
Hongkong, May 6, 1905.

TO LET.

SHOP, No. 14, QUEEN'S ROAD
CENTRAL.
First floor, No. 12, QUEEN'S ROAD
CENTRAL.
Second floor, Nos. 12 & 14, QUEEN'S
ROAD CENTRAL.
Apply to
S. BISNEY,
Hongkong Hotel.

Hongkong, June 7, 1905.

TO LET.

WITH IMMEDIATE POSSESSION
the 'FERRIS LODGE', Caine Road.
Apply to
H. N. MODY.

Hongkong, May 2, 1905.

To Let.

TO LET.

SEMI-DETACHED VILLAS—Two in
Garden Road near the Ferry with fine
Bright and airy Rooms. Gas and Electric
Bells laid on. Commanding fine view of
the Harbour. Rents very moderate.

Apply to

H. RUTTON-JEE,

5, D'Aguilar Street, Hongkong.

Hongkong, June 6, 1905.

TO LET.

'WOODBURY' Garden Road, Kow-
loon, DETACHED HOUSE and
GARDEN. Moderate Rental. Possession
1st June, 1905.

Apply to

HUMPHREYS' ESTATE & FINANCE
COMPANY, LIMITED.

Hongkong, May 23, 1905.

SUITABLE FOR OFFICES.

2 ROOMS in PRINCES BUILDINGS.

Apply to

LAUTS, WEGENER & CO.

Hongkong, March 3, 1905.

TO LET.

'PARKSIDE'—Kowloon, a SIX-
ROOMED DETACHED HOUSE
standing in its own grounds, facing the
King's Park.

For particulars, apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, May 23, 1905.

TO LET.

TWO FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession
on or about 31st August, 1905.
MODERATE RENTALS.

Apply to

HUMPHREYS' ESTATE & FINANCE
CO., LTD.

Hongkong, February 20, 1905.

TO LET.

NO. 12, KNUTSFORD TERRACE,
KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, May 4, 1905.

HONGKONG CLUB.

TO LET.

2 ROOMS on the Ground Floor of the
Annex, from 1st September next,
suitable for Office.
For particulars, apply to the undersigned.

O. H. GRACE,

Secretary.

Hongkong, June 1, 1905.

TO LET.

SMALL BUNGALOW—Containing Large
Room, Dressing Room, Bath Room,
Kitchen and Servants' Quarters, close to
Plantation Road, Tram Station.

Apply to

Care of 'CHINA MAIL' Office.

Hongkong, June 7, 1905.

TO LET.

AN UNFURNISHED ROOM and
BATHROOM, suitable for a Bachelor,
at No. 3, DUNDRELL STREET.
Also a GODOWN, Cheap Rental.

Apply to

MCLEWEN, FRICKEL & CO.

Hongkong, May 5, 1905.

'SIR ROBERT HART'S

MEMORANDUM.

A Series of Articles on Sir Robert
Hart's Services for the Improve-
ment of China.
Reprinted from the 'China Mail'. To be
had in pamphlet form at this Office.
Price 60 Cents.

Hongkong, July 4, 1904.

MARRIAGE OF MAJOR
TREFUSIS.

Major Forbes-Trefusis, of the Scots
Guards, brother of Lord Clifden, was mar-
ried to

IMPERIAL DEFENCE.

Mr Balfour's Speech.

World-wide interest has been aroused by the Prime Minister's speech in the House of Commons on the problems of Imperial defence. A number of naval and military authorities have been interviewed. There is a general feeling that the Premier was too optimistic in regard to the impossibility of an invasion of England, and that, in the event of grave trouble arising in India, an enormous responsibility would be thrown upon the weakened defences of this country. It is thought that the only safeguard lies either in conscription, which is distasteful to the nation, or, failing that, the formation of a National Volunteer Guard, comprising all the able-bodied men of the country, whose duty will be immediate readiness to meet any attack on our coasts. Continental opinions of the Prime Minister's speech indicate that its significance has been fully appreciated in the Chancelleries of Europe. In Germany official opinion declares that its energetic tone has wholly removed the impression of weakness which had been created by the outcome of the North Sea incident. The warning to Russia is held to emphasize very strongly the extent to which Russian prestige has suffered by the war in the East. In France the speech is held to be very significant. The *Temps*, the Ministerial organ, says: "We know the efforts Lord Kitchener is making for the development of the Indian Army. We know also the difficulties he has recently met with from certain collaborators of Lord Curzon. The fact that the British Prime Minister thought right to allude to it proves that he will support Lord Kitchener, and will work with him to augment the defensive value of India. It is useful to note that the Balfour Cabinet, though thoroughly pacific—it has given proof of its pacific character—is working energetically to fortify both Army and Navy." The *Bourse* *Gazette* commenting on Mr Balfour's speech, says: "Mr Balfour's speech is one of the results of the international position of Russia brought about by the events of the present war. Two or three years ago such words would certainly have provoked lively protests in the Russian Press, and probably would have led to the adoption of measures calculated to modify the transports of British Imperialists. They will now pass unnoticed. Russia has not time to give attention to Central Asian affairs amid the preoccupations of the war and the internal situation." The *Novosti* says that "Mr Balfour's speech does not threaten Russia. It only reaffirms the hitherto existing relations."—*L. and O. Express.*

For Sale.

FOR SALE.

ONE TEAKWOOD LAUNCH.
Length 6 ft.
Breadth 10 ft.
Depth 6 ft.
Boiler 6 ft. x 6 ft.
Engines 7 x 14 x 10.
Compound Surface Condensing.
For further particulars, apply
Box 74,
Care of "CHINA MAIL" Office,
Hongkong, June 7, 1905. 1117

Auctions.



PUBLIC AUCTION.

The undersigned have received instructions from the Official Administrator, to sell by Public Auction, For Account of the Estate of the late EDWARD L. HEATH,

WEDNESDAY,

the 21st June, 1905, at 11 A.M., at their SALES ROOMS, No. 8, DES VŒUX ROAD, Corner of Lee House Street,—

THE GOODS AND CHATELAINS of the above-named Deceased.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.

Hongkong, June 17, 1905. 1162

Dentistry.

SIEN TING,
Surgeon Dentist,
No. 14, D'ARNAUD STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1904. 628

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved Appliances.
54, QUEEN'S ROAD CENTRAL.
Hongkong, July 28, 1904. 1379

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
57, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1388

KWAN LEE SHEUNG,
DENTIST.
(STUDENT OF DR. G. O. ROGERS),
TAI SAN STREET,
CANTON.
March 10, 1905. 513

GEO. ANGUS & CO.,

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.

Oak Tanned Leather Belting,
Link Belting, Raw Hide Belting,
Raw Hide Belting, &c.

CANVAS HOSE, COTTON BELTING,
HAIR BELTING.
WORKS—BENTHAM, LANCASTER.



ADMIRALTY QUALITY INDIA

RUBBER SHEET (Invaluable Brand).

THE "RED ANGUS" SHEET.

All Genuine Goods stamped with our Trade Mark.

Agencies in Colombo, Bombay, Rangoon, Shanghai, &c.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.
No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905. 532

HOTEL METROPOLE.

THE FAVOURITE AND POPULAR SUMMER RESORT.

UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.

J. H. NEWBOLD, Proprietor.

Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905. 972

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP. STEAMER. DESTINATION. MAIL DUE LONDON ABOUT. DEB.

June 21 G. M. S. Zieten Hamburg Aug. 3 July 23

June 27 M. M. Caladonien Marseilles Aug. 25

CANADIAN MAIL.

DEP. STEAMER. DESTINATION. DUE. DEB.

1905 June 21 C.P.R. Empress of India Vancouver July 12

July 6 do. Empress of Japan do. July 29

July 12 do. Empress of Japan do. Aug. 2

Aug. 2 do. Empress of China do. Aug. 23

Aug. 9 do. Empress of India do. Sept. 2

Aug. 23 do. Empress of India do. Oct. 13

Sept. 13 do. Empress of Japan do. Oct. 7

Sept. 20 do. Empress of Japan do. Oct. 11

AMERICAN MAIL.

DEP. STEAMER. DESTINATION. DUE. DEB.

1905 June 22 O. & O. Coytia San Francisco July 21

July 6 P.M.S. Siberia do. Aug. 4

July 13 P.M.S. Mongolia do. Aug. 15

Aug. 2 P.M.S. China do. Sept. 23

Aug. 11 O. & O. Doris do. Sept. 8

Aug. 18 P.M.S. Manchuria do. Sept. 15

Sept. 1 P.M.S. Korea do. Sept. 11

AUSTRALIAN MAIL.

DEP. STEAMER. DESTINATION. DUE. DEB.

1905 July 5 O. N. Chingtu Sydney July 28

July 12 E. & A. Australian do. Aug. 2

Aug. 2 O. N. Talyuan do. Aug. 25

Aug. 9 E. & A. Empira do. Aug. 30

Aug. 14 O. N. Biman do. Sept. 6

Sept. 6 E. & A. Eastern do. Sept. 27

Sept. 19 O. N. Changsha do. Oct. 12

STEAM TO CANTON.

THE new Twin Screw Steel Steamer.

KWONG CHOW.

1,238 tons. Captain J. P. MARTIN.

Leave HONGKONG for CANTON at 9

Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about

5.30 o'clock Every Evening (Sunday

excepted).

These fine new Steamers have un-

equalled accommodation for First Class

Passengers and are lit throughout by

Electricity.

Passage Fare—Single Journey, \$4.00

Meals \$1.00 each. \$1.00 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHU ON S.S. CO., LTD.

AND

YUEN ON S.S. CO., LTD.

No. 8, QUEEN'S ROAD WEST.

Hongkong, November 3, 1904.

HONGKONG-MACAO LINE.

S. S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from HONGKONG

on WEEK DAYS at 7.30 A.M., and

on SUNDAYS at 8.30 A.M. Departs from

MACAO on Week Days about 2.30 P.M., and

on SUNDAYS at 5.30 P.M.

FARE:—Week Days 1st Class, including

cabin and servant, Single \$3.00, Return

Ticket \$5.00. 2nd Class \$1.00, 3rd Class 50 Cents.

Every Sunday there will be an Excursion,

at the following rates:—1st and 2nd Class

Single Ticket \$1.00, Return \$2.00, 3rd Class

Single 50 Cents, Return 100 Cents, Steerage

10 Cents.

Any Meals can be supplied on Board at

a charge of \$1.00 per Meal. On Sundays,

Passengers desiring to have a Private Cabin

which has accommodation for two or more

passengers, will be charged \$3 extra.

First-class Passengers who do not care

to return on the Excursion Sunday, will be

allowed to do so the following day (Mon-

day) on production of the Return Half

Ticket. Should the Steamer not run on the

Monday, owing to the Boiler Cleaning, due

notice will be given by the Captain, and the

Half Ticket will be available for the follow-

ing day. The Ship is lit throughout by

Electricity.

The Steamer's Wharf at Hongkong is at

the Western end of Wing Lok Street.

SAM WANG COY.,

81, QUEEN'S ROAD CENTRAL.

Hongkong, June 1, 1905. 1064

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur.

—ENLARGEMENTS A SPECIAL FEATURE.

BRANCH Hongkong Hotel Corridor.

1587

SING ON & CO.,

Nos. 35 & 37, HING LOOKE STREET.

IRON, STEEL, METAL AND HARD-

WARE MERCHANTS.

Retail and Wholesale Ironmongers, Pig Iron

and Foundry Cakes Importers, and General

Storekeepers. PRICES MODERATE.

Hongkong, December 14, 1904. 2249

HONGKONG HIGH-LEVEL TRAM-

WAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 10 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 a.m. Every 10 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 2.00 a.m. Every 10 minutes.

2.00 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 4.00 a.m. Every 10 minutes.

4.00 a.m. to 5.00 a.m. Every 15 minutes.

5.00 a.m. to 6.00 a.m. Every 10 minutes.

6.00 a.m. to 7.00 a.m. Every 15 minutes.

7.00 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 10 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 12.00 a.m. Every 10 minutes.

12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 2.00 a.m. Every 10 minutes.

2.00 a.m. to 3.00 a.m. Every 15 minutes.

3.00 a.m. to 4.00 a.m. Every 10 minutes.

4.00 a.m. to 5.00 a.m. Every 15 minutes.

5.00 a.m. to 6.00 a.m. Every 10 minutes.

6.00 a.m. to 7.00 a.m. Every 15 minutes.

7.00 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 5.00 p.m. Every 15 minutes.

Ask for
TANSANA NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Pints \$6.00

Per Case of 100 Spills \$8.00

**Crisp,
Delicious,
Invigorating.**Drink
the
World
Renowned
Nerve and
Muscle
Strengthenor.

THE Original and Genuine J. Clifford

Wilkinson's,

ACTS gently, Acts pleasantly, Acts

beneficially.

NOTHING like it, for depressed

Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING conceals its popularity

TANSAN

Can be obtained at all 1st Class

HOTELS and BARS in the FAR

EAST.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD,

SOLE AGENTS FOR HONGKONG.

Hongkong, June 3, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA

BUILDINGS.

BEDSTEADS

BOTTLED ALES AND BEERS.

Ind. Co. & Co., Ltd., Pts. \$16.00 \$2.10

Bass, Light 4, Qrs. 18.00 4.00

Do. 8, Pts. 20.00 2.50

Bass, Dark 4, Qrs. 20.00 3.30

Head, 8, Pts. 20.00 3.15

Amstel Pilsener, 4, Qrs. 16.50 2.75

Do. 8, Pts. 16.50 2.75

Pilsener, 4, Qrs. 16.50 2.75

Do. 8, Pts. 16.50 2.75

Blatz, American, 4, Qrs. 27.00 4.00

Do. 8, Pts. 27.00 4.00

Yebisu, Japanese, 4, Qrs. 15.50 2.00

Light, 8, Pts. 15.50 2.00

BOTTLED STOUT.

Ind. Co. & Co., Ltd., Pts. \$18.00 \$2.35

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

Guinness, Dark 4, Qrs. 19.00 5.00

Head, 8, Pts. 24.00 3.00

BIRTH.

On June 18th, at Westbourne Villa,

N., to Mr and Mrs George Cunney, a Son.

NOTICE TO CORRESPONDENTS.

All business communications for this

office should be addressed to THE MANA-

GER.

Communications intended for publication

should be addressed to THE EDITOR, and

not to any person by name.

We cannot undertake to return rejected

communications.

Any communication not accompanied

by the signature of the writer will be

rejected without consideration.

All communications must be legibly

written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, MONDAY, JUNE 19, 1905.

BRITISH SHIPPING SURVIVING.

ONE of the most interesting and

instructive documents issued by the

Hongkong authorities is the annual

report of the Harbour Master, contain-

ing as a rule, an array of figures, which,

when analysed, affords one of the best

indications available of the condition

of trade in the Far East. Hongkong

holds a unique position in the ports of

the world, being, as it undoubtedly is,

nothing less than a huge warehouse.

Our harbour is, as it were, a giant

gateway, through which passes almost

the entire shipping of the Orient, and

as they pass through the ships are

noted and classified in the report on

the work of the year which is published

annually. We have just received the

report for 1904, and it, like its predeces-

sors, is not lacking in interest.

On examining the first part of

the report we find that the total number

of vessels which entered the

harbour during the year was 58,093,

representing a tonnage of 12,388,892.

Compared with the previous year an

increase of 39,274 ships with a tonnage

aggregating 1,429,599 is apparent,

which is equal to about 13 per cent. Tak-

ing the comparison still further back—

to 1894—the figures show that the

shipping of the port has advanced by

77 per cent. The following table gives

the number of vessels and the total

tonnage that entered Hongkong in

1894, 1899 and 1904:—

(Vessels. Tonnage.

1894 37,248 6,937,215

1899 28,010 8,570,204

1904 58,093 12,388,892

In May of last year we announced

upon the decrease of the number of

vessels and the increased tonnage, but

now we find that the number of vessels

to enter the port is more than 100

per cent. in excess of 1903, while the

tonnage is only about 13 per cent. higher.

Great Britain's vaunted supremacy of

the sea has been the subject of much

discussion of recent years, and it has

been pointed out by able writers that

slowly, but none the less surely, our

continental rivals are wresting it away

from us. There can be no doubt that

in Europe the preponderance once held

by Great Britain has diminished, but

here at Hongkong the remark does

LOCAL AND COAST NEWS.

The English Mail of the 20th May

was delivered in London on the 17th June.

Since January there have been 107

cases of plague, 168 being fatal.

Yesterday afternoon the "Chiyuan"

sighted two Japanese cruisers and two

destroyers 100 miles north of Turnabout.

Leave of absence on private affairs to

the neighbouring countries has been granted

to Lieut. W.V. Nugent, Royal Garrison

Artillery, from 26th June to 28th August.

There were 248 European, and 102

Chinese visitors to the City Hall Library

and 88 European and 1,454 Chinese visitors

to the Museum during the week ending

June 18.

The Yellow Dragon—the Queen's Col-

lege Magazine—for June, is out. As a

frontispiece there is a photograph of the

staff of Queen's College, and interesting

particulars of the staff are given.

When the "Prinz Waldemar" arrived

at Sydney on her last voyage 28 Chinese

stowaways were discovered. They had

been concealed in tanks and presumably

fed by some of the crew of the vessel.

The ordination of the Rev. W. D.

Hipwell took place at St. John's Cathedral

on Sunday. The ceremony was performed

by His Lordship the Bishop of Victoria

and before the Ceremony a sermon was

preached by the Rev. F. T. Johnson

(Chaplain of the Cathedral.)

A sampan woman was sentenced to

fourteen days' imprisonment at the Magis-

tracy this morning for stealing two foot-

boards from a yacht at anchor in Hong-

Kong. Mr. Farrell, the owner of the yacht,

identified the foot-boards as his property,

after they were recovered from the house

where the defendant lived, and she enter-

ed a plea of guilty to the charge.

Sale of Crown Land.

The letting by public auction of garden

lot No. 24, situated near Magazine Gap, was

conducted at the Public Works Office this

afternoon. Mr. Duncan Clark, the original

applicant, was the only bidder and purchas-

ed the lot for \$410, an advance of \$20 on

the "upset" price. The lot adjoins that on

which Mr. Clark's residence is situated and

was purchased by him for the purpose of

constructing a tennis court.

More Trouble at the Magistracy.

Before Mr. F. A. Hazeldan, at the

Magistracy this morning, Chan Shun, for-

merly sheriff and clerk at the Magistracy,

was charged with having, while so employ-

ed, embezzled the sums of \$500 and \$810 on

March 17 and May 10 respectively and fur-

ther with having falsified two books con-

sistent with section 7 of the Larceny Ordinance.

At the request of Chief Detective Inspector

Hanson the case was remanded until Thurs-

day next, bail being allowed in the sum of

\$2,000.

The Stranded "Sally."

We understand that the typhoon

which has recently been in evidence here-

about did not have any influence upon the

waters of the Delta d'Along, where the

"Sally" lies stranded. A telegram in

response to one forwarded by Sir Paul

Chater announced that the weather was

fine. So far the work has been delayed

by the sinking of the pontoon, but it

is expected it will be raised

LOCAL AND COAST NEWS.

The English Mail of the 20th May

was delivered in London on the 17th June.

Since January there have been 107

cases of plague, 168 being fatal.

Yesterday afternoon the "Chiyuan"

sighted two Japanese cruisers and two

destroyers 100 miles north of Turnabout.

Leave of absence on private affairs to

INTERNATIONAL CRICKET.

THE MATCH ABANDONED.

Position in Favour of England.

Our special correspondent, who up till the present has kept us well informed with regard to the test matches in England, has neglected to cable us for to-day's paper. We learn, however, from this morning's *Daily Press* that the game has been abandoned owing to rain, and that being so it will consequently count as a draw.

The result is unsatisfactory to all parties, and it is to be regretted that the elements should have been against the players. When stumps were drawn on Friday night England was in a commanding position—she might say a winning position, for with five wickets down for 161 runs, the home team had an advantage of 252 runs with five wickets still to fall. With a wet wicket the remaining five wickets may not have added many more runs, but Australia would have been set a severe task to wipe off her deficiency. Everything appears to have been in England's favour, and—given taking into consideration the oft-quoted 'glorious uncertainty' of the game—Australia would probably have had another loss recorded against her. As it is nothing has been gained by the match, but there has been so much lost time.

It is difficult to understand how it is that the game has been abandoned, seeing that so much depended upon it. The rule regarding the duration of test matches for this tour is that each of the first four test games shall be limited to three days each, while the fifth game—a deciding game—shall be played to a finish.

The most engagement for the Australians is that against Essex on June 22, so that the second test match could easily have been continued to-day and to-morrow, and still have allowed the Australians to have a day's spell before commencing their next game. Drawn games are never appreciated, but at home it is, in some quarters, considered advisable to limit the duration of the matches to prevent that slow and careful play that might be inflicted on the spectators were the games played to a finish in every instance. Whether there is such a danger is a moot point. Certain it is that in Australia—where all test matches are played to a finish—few seldom hear that plea raised, and but few games have been voted as tedious. Even were the reason a sound one it is hardly right, in our opinion, to bind the players down to a limited period, when the supremacy of the two nations in the sport hangs in the balance.

Looking back on the last two Australian tours in England we find that in 1899 no less than four out of the five games were drawn (the fifth was won by Australia) and in 1902 two were drawn (Australia winning two and England one). Such a result cannot be hailed with gratification by anyone, and we opine that the day England falls into line with Australia and permits of all test matches being played right out will be a welcome one to most who follow the fortunes of either team with interest.

The concession already granted this year that the final match is to be played out if necessary indicates that influences have already been at work, and that the thin end of the wedge has already been inserted. But will that influence be sufficient to break down the barriers of 'old custom' and open the way for the rejection of old ideas and the reception of the new? The question will answer itself in the future.

AN ANCHORAGE AT SANTUAO.

Safe from Typhoons.

A correspondent at Santuaio writes us as follows:—Owing principally to the lack of Telegraphic facilities we have hitherto been favoured by very few visits from men-of-war, on their way up and down the coast, although this magnificent (Samsa) Inlet possesses exceptional advantages in the shape of anchorage for the very largest vessels in all kinds of weather. There is no bar, no pilot is required, and the harbour can be entered at all times, regardless of the state of tide.

A Telegraph Office was opened here on the 6th inst. When this becomes generally known the port will probably be more frequented, especially during typhoon weather. Admiralty charts Nos. 1908 and 2292 show the entrance to, and interior of, the Samsa Inlet, now more usually called Santuaio.

WORTH REMEMBERING.—There are not nearly so many people coughing now as there were before Stearns' Wine of Cod Liver Oil was placed on the market. It stops the cough. Remember that.

Continued Neuralgia During the War.

I had a bad case of neuralgia which I contracted during the war. I tried several kinds of medicine but they did me no good until a friend of mine recommended Chamberlain's Pain Balm which gave me immediate relief. I have had no trouble since and must say that I had Chamberlain's Pain Balm a fine medicine. I have since used it for other troubles and always with good results. J. VILSON, Jacobabad, Transvaal. For sale by All Dealers; Watson & Co., Ltd., General Agents.

A LETTER FROM SIBERIA.

Sidelights on Russian Life.

The following excerpts are from a private letter, dated Irkutsk, May 10, which has kindly been handed to us to make some extracts from, and which is interesting as showing public feeling in that quarter. The writer is evidently in sympathy with the autocrats:—

'We are greatly interested to know if Admiral Rozhdestvensky will reach Vladivostok or not. It is high time that we had our victory being beaten every time is apt to grow monotonous. The Japs. are certainly very smart. You were praising Stessel in your letter but as you know he has been dethroned, and I have met several people from Port Arthur and they are all against him.

'Strikes and riots are taking place all over Russia. We had a big procession here the other day, the people carrying red flags and singing the Marseillaise in Russian, etc. One night at the theatre I saw a demonstration during the performance. The socialists started throwing proclamations down into the pit and singing revolutionary songs and shouting "down with autocracy" and "down with the war." If they had made all this noise during the intervals it would not have mattered so much, but they continued singing the Marseillaise in the gallery while the chorus on the stage was being sung. People in the boxes and pit were hissing, others were applauding and altogether there was such a noise that the performance came to an end.

'The police locked up the gallery and posted soldiers with fixed bayonets at the doors and kept the mob locked up till the early hours of the morning. Of course, as always with us, the college girls led the way. You could hear them shrieking away all sorts of silly speeches. I have no patience with the socialists, as a rule they are people who are not the least bit of use anywhere. I understand the work people strike as long as they don't start breaking windows and burning down houses. The "hooligans" are having a rare old time of it. They raided and plundered Yalta, a town in the Crimea, and thereby gained the sympathy of the foreign newspapers. I wonder what the editor of *The Times* would say if a crowd of "hooligans" were to break into his bank, plunder and set fire to it, and then murder his family. We have an anti-revolutionary party now which is known as the "Black Hundreds" and the students (who are the socialist leaders) or even school children and they mob them. "Hooligans" again of course. Altogether we are having a gay time, shrapnels in Manchuria and bombs at home. Irkutsk is not a very safe place to live in. There are very few policemen and any amount of pick-pocketing, men and runaway convicts so that murders and robberies are very frequent. Typhoons are still passing through to Manchuria, but I fancy in fewer numbers.

'As the trains are all occupied by the military it is very difficult to get things here. The newspapers cannot get paper to print on and the shops get their goods sent by baggage in small baskets, and sometimes there are no candles, flour, etc., but I hear that goods trains are to be run instead of express trains and then things will be better.

'I should not wonder if the Japs were to go for Australia after finishing with us. A week would be enough for them to do it in. How would you like to be a Japanese subject?

IN THE WAKE OF BATTLE.

The "Sheikh's" Experiences.

Captain C. Jones, master of the s.s. "Sheikh," has arrived in Tientsin after a most interesting and occasionally exhilarating experience, says the *China Times*. The "Sheikh" was bound from Mororan and Otaru, ports of Japan, for Yaku, with a cargo of many sleepers, in which Messrs. William Forbes and Company are said to be interested. She left Otaru on the 24th May, not knowing that the acts of God and the King's enemies' etc., as the charter party has it, were to be encountered in full force within a few days. On Sunday, the 27th May, as the good ship was ploughing her way to Taku, a quantity of wreckage was sighted. This increased in amount, northward of Tushima Strait, and from the Southern manner in which great fragments of the Baltic fleet were floating about it became evident to the ship officers that they were on the scene of a great and disastrous naval battle.

Presently some living survivors were found—a small party of Russian sailors, sitting on a small piece of wreckage. They had almost given up hope of life. The Japanese warships had picked up every survivor they could find; but these men had apparently got out of the way. They were in the last stages of starvation. One of them was so terribly weak that, when brought on deck, he had to be supported. So far as could be gathered from these poor men, they were the survivors of some six sailors who had found refuge on a piece of wreckage. The other four had dropped off exhausted, or been washed away. They appeared to have belonged to the "Navarin."

The "Sheikh," having humanely looked around in vain for any further survivors, proceeded on her voyage, and was soon afterwards hailed by a Japanese warship. The "Sheikh" halted, and was requested to proceed in company of the warship to the naval port of Sasebo. This order was of course, complied with, and the "Sheikh" duly arrived in Sasebo the next morning the 29th, after having heard heavy firing to the southward.

At Sasebo, Captain Jones was blindfolded as a precaution, but was well treated, and was allowed to leave again with ship, crew and cargo intact, on Wednesday, the 31st.

While at Sasebo the officers of the "Sheikh" saw three Russian battleships proceeding into port, and the whole Japanese squadron in magnificent array, powder-stained but sound and intact, came steaming in. At this sight, which might have been expected to arouse a furor of patriotic enthusiasm, there was no demonstration whatever. It was taken as a matter of business.

Capt. Jones suffered no inconvenience beyond the slight delay, which he bore with equanimity; particularly as he learnt that 'Yushima Strait was a mere nothing. He was, therefore, safer at Sasebo than in the battle area. It may be added, in testimony to the humanity of the Japanese authorities, that the mines, which they laid, were so constructed as to float for twelve hours only, at the end of which limit they sank automatically.

SATURDAY'S GYMKHANA.

Good Sport.

The Gymkhana Club's second meeting this season was held on Saturday under rather unfavourable weather conditions. The attendance, however, was moderate and included a good percentage of ladies. His Excellency The Governor witnessed all the races, some of which provided keenly contested finishes. The pari-mutual was well patronised and the dividends paid were such as to gladden the hearts of those who had their money on the right horses. Nomination of the Hurdle Race Challenge Cup was a complete surprise and only eleven people held tickets to participate in the division of \$300. Mr. J. P. White acted as handicapper. Mr. J. A. Jupp clerk of scales, Mr. G. H. Potts starter, Mr. W. G. Ross 2nd starter, Mr. T. S. Forrest time-keeper, and Mr. C. G. Macke Hon. secretary and treasurer.

The results were as follow:—

THURSDAY MILE FLAT RACE.—For Hongkong subscription griffin of any season. Weight for inches as per scale. Winners of an open race to carry 7 lbs. extra; of two or more open races to carry 10 lbs. extra. If day winners and winners at first gymkhana meeting to carry 3 lbs. extra. Unplaced ponies in an official race allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize: A Cup presented by D. Macdonald, Esq.; 2nd Prize: \$25.

Hon. Mr. F. H. May's Policy, 1st 6 lbs. Mr. G. H. Potts' Jungo King, 1st 7 lbs. Mr. Alderton 2nd 6 lbs. Mr. W. A. Cruickshank's Black Monday, 1st 7 lbs. 2nd 6 lbs. Other starters were Forward, Two Steps, and Alarm.

Black Monday made the running until nearing the village where Alarm came to the front, closely followed by Policy. The race home was between the latter two, Policy winning with very little to spare. Time 1 min. 40 sec. The pari-mutual paid \$22 20.

TEXT PRIZES.—Best of three runs. Points for pace and style. Open to any class of pony. Entrance fee \$5. 1st Prize: awarded, 2nd Prize: \$25.

There were five competitors, but Mr. Johnston on K.O.S.K., outclassed the field for pace and style. He succeeded in clearing the pole each of his three runs and earned a good deal of applause from the spectators. Mr. Cruickshank was a good second.

GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China Ponies. Catch weights at 10 st 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffin allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent events of the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. J. Johnston's Border Raider, 1st 6 lbs. 13 lbs. Mr. Cruickshank 2nd 6 lbs. Hon. Mr. C. W. Dickson's Ca Canny, 1st 4 lbs. Mr. Johnston 2nd 4 lbs. Mr. E. Owen's Trucon, 1st 1 lb. Mr. Leslie 3rd 1 lb.

Other starters Tuscan King, Mick and Bonanoke. Ca Canny was again expected to win, notwithstanding the penalty carried from last meeting, but Mr. Johnston was too late in making his run. Bonanoke went to the front at the start and led the field round to the village, but dropped behind and Ca Canny and Border Raider contested the race up the straight, the latter only winning after a hard fought finish.

Time 2 min. 12 sec. Pari-mutual \$27 70.

LADIES' NOMINATION.—Race—Gentlemen's. A \$500 stake divided about half-mile post. On the 10th inst. they are to mount and carry a despatch to their respective nominators who will be waiting to receive from the winning post. The ladies will then get into rickshaws and be wheeled past the winning post by Gentlemen 'B.' Only China Ponies allowed. Competitors provide themselves with rickshaws. Entrance fee \$3. 1st and 2nd Prizes presented by the Club.

Messrs W. A. Cruickshank and J. Johnston, nominated by Mrs. Cruickshank. Messrs N. L. Rutherford and G. B. Macdonald, nominated by Mrs. Crauford. 2

Messrs Cruickshank and Johnston were easy winners.

HURDLE RACE CHALLENGE CUP.—Value \$250. Distance about one mile. For all China ponies. Catch weights at 10 st 6 lbs. Winner of a jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 5 lbs. Non-winning jockeys allowed 5 lbs. To be run for 5 times and to be the pony scoring the most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the subsequent events of the cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the Season, a cup, value \$50, will be presented to the Owner of the pony obtaining the second-highest number of marks.

Mr. N. H. Rutherford's Nomination, 1st 6 lbs. 10 st 6 lbs (Mr. Simcocks) 1st 6 lbs. Mr. W. J. Gresson's Glenhar, 1st 6 lbs. 10 st 6 lbs (Mr. Leslie) 2nd 6 lbs. Mr. J. Johnston's Ben Royal, 1st 6 lbs. 4 lbs (Owner) 3rd 4 lbs.

Other starters, Doris Castle, Rajah and Black Monday. Black Monday was fancied by a large number of bookies but the season proved too fast for him and he was completely outdistanced. Nomination surprised all but a few knowing ones by taking the lead and keeping it without being called upon to make a very great effort. Dividend \$86.

ONE MILE AND A QUARTER FLAT RACE.

Handicap.—For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize a cup presented by Hon. Mr. J. Johnston's Border Raider, 1st 7 lbs. 13 lbs. (Owner) 2nd 7 lbs. Mr. D. Macdonald's Copper King, (Mr. Alderton) 1st 7 lbs. Mr. Darius' Bonaventure, 10, 12 (Mr. Cruickshank) 3rd 7 lbs. Other starters: Tuscan King, Forward, Mick, Lamarque Rose and Melbourne. The race was uninteresting until the ponies entered the straight when the three placed ponies fought hard for the advantage and finished almost neck and neck. Time 2 min. 4 sec. Dividend: Border Raider \$570, Copper King \$1170.

AN ANTI-FOREIGN LEAGUE.

New Type of Protection.

The recent animosity against things American has recently shown itself in a new form in Sanning, and taken shape in the organisation of a league, the members of which pledge themselves not only not to use things foreign, but also to do everything possible to discourage others from patronising foreign-made manufactures.

The league at present for it has only recently been organised—is small. But the members call themselves 'The lovers of their country.' It has branches not only in Sanning, but also in Yanning, Hoiping and in Kongmum, all populous cities in the richer part of the Canton delta.

Workers in all branches of industries are invited to unite, and for once scholars, farmers, workmen, and merchants are urged to join hands in this anti-foreign league. Two classes of persons only will be black-balled and these are native Christians and people of doubtful reputation. All who enter this organisation must swear a solemn oath, that nothing foreign shall clothe their bodies nor support physical life, nor in any way come into their hands. It is indeed a wide-reaching oath to which they pledge themselves. Funds are being subscribed to assist in the propaganda, and 'preachers' are appointed to win converts and strengthen the organisation.

It is affirmed that the motive of this new movement is not hatred of the foreigner, nor contempt of foreign manufactures. It is love of Country and fear lest the importation of such large quantities of merchandise and manufactures shall end in the permanent crippling of home industries, and the impoverishment of the Chinese people. It is declared that when a comparison is made between imports and exports, the former are increasing at such a rate, that when compared with the increase of the latter, the results are startling. It is clearly perceived, and frankly recognised, that the quality of the materials, and the perfection of the finish, by which European manufactures are characterised, make it impossible for the native workers to compete in the open market, and that, therefore, the only way to dam back the overflow of imported goods, is to form a league, the members of which, by oath, shall pledge themselves to pass by all imported goods, and use instead the less suitable articles of home manufacture.

THE FREIGHT MARKET.

Messrs Lamke and Regge report under date of Saturday, June 17:—Since issue of our last circular, dated 2nd instant, little, if anything, of a new or interesting character has developed in the freight market, the recent naval encounter, and in connection therewith, the restoration of freedom in the shipping trade having so far failed to cause any substantial all-round expansion. However, as matters stand, neither the South nor Northern markets are burdened with an excessive amount of tonnage, and the equilibrium between supply and demand, which has up till now existed, at least in regard to handysized craft, will hardly much suffer, even in case the slackness of business in certain directions should only gradually give way to a livelier state of affairs.

Concerning trip-charters in the South, the lack of inquiry for tonnage to lead at our last circular, dated 2nd instant, little, if anything, of a new or interesting character has developed in the freight market, the recent naval encounter, and in connection therewith, the restoration of freedom in the shipping trade having so far failed to cause any substantial all-round expansion. However, as matters stand, neither the South nor Northern markets are burdened with an excessive amount of tonnage, and the equilibrium between supply and demand, which has up till now existed, at least in regard to handysized craft, will hardly much suffer, even in case the slackness of business in certain directions should only gradually give way to a livelier state of affairs.

Concerning trip-charters in the South, the lack of inquiry for tonnage to lead at our last circular, dated 2nd instant, little, if anything, of a new or interesting character has developed in the freight market, the recent naval encounter, and in connection therewith, the restoration of freedom in the shipping trade having so far failed to cause any substantial all-round expansion. However, as matters stand, neither the South nor Northern markets are burdened with an excessive amount of tonnage, and the equilibrium between supply and demand, which has up till now existed, at least in regard to handysized craft, will hardly much suffer, even in case the slackness of business in certain directions should only gradually give way to a livelier state of affairs.

Concerning trip-charters in the South, the lack of inquiry for tonnage to lead at our last circular, dated 2nd instant, little, if anything, of a new or interesting character has developed in the freight market, the recent naval encounter, and in connection therewith, the restoration of freedom in the shipping trade having so far failed to cause any substantial all-round expansion. However, as matters stand, neither the South nor Northern markets are burdened with an excessive amount of tonnage, and the equilibrium between supply and demand, which has up till now existed, at least in regard to handysized craft, will hardly much suffer, even in case the slackness of business in certain directions should only gradually give way to a livelier state of affairs.

Concerning trip-charters in the South, the lack of inquiry for tonnage to lead at our last circular, dated 2nd instant, little, if anything, of a new or interesting character has developed in the freight market, the recent naval encounter, and in connection therewith, the restoration of freedom in the shipping trade having so far failed to cause any substantial all-round expansion. However, as matters stand, neither the South nor Northern markets are burdened with an excessive amount of tonnage, and the equilibrium between supply and demand, which has up till now existed, at least in regard to handysized craft, will hardly much suffer, even in case the slackness of business in certain directions should only gradually give way to a livelier state of affairs.

Concerning trip-charters in the South, the lack of inquiry for tonnage to lead at our last circular, dated 2nd instant, little, if anything, of a new or interesting character has developed in the freight market, the recent naval encounter, and in connection therewith, the restoration of freedom in the shipping trade having so far failed to cause any substantial all-round expansion. However, as matters stand, neither the South nor Northern markets are burdened with an excessive amount of tonnage, and the equilibrium between supply and demand, which has up till now existed, at least in regard to handysized craft, will hardly much suffer, even in case the slackness of business in certain directions should only gradually give way to a livelier state of affairs.

expressed locally, business having been done from Moit to this at \$1.50 and from Kuchin to Hongkong at \$2.25. Authentic opinion seems unanimous that the present scarcity of coal will last well over the year, a circumstance, which would make prospects of chartering operations on any large scale appear rather dim for some time yet. On monthly basis two steamers have been taken up as per list of settlements, both being intended for special trade. Sail Freight:—British bark 'Lowell' has been chartered elsewhere to load for Baltimore and New York.

TOO GOOD TO MISS.—You may be able to get along without Stearns' Wine of Cod Liver Oil, but what's the use of going through life and missing all the good things? It will give you strength.

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned has received instructions from E. NEUBAUER, to Sell by Public Auction, on

MONDAY, the 24th June, 1905, commencing at 2.30 P.M., at his Residence, 12, LALE No. 17, CONDUIT ROAD, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

SIX TAPESTRY COVERED DRAWING SUITS, OCCASIONAL TABLES, OVERMANTLES, CHIFFONNIER, MUSIC STAND, DESK with MIRROR, CARPETS, LACK CURTAINS, FIRE SCREENS, OAK TABLES, &c., &c.; TEAK SIDEBOARD with BEVELLED MIRROR, DRESSING TABLE, DINING CHAIRS, DINING WAGGONS, SILK EMBROIDERED SCREENS, LACK CURTAINS, CUPBOARD, GLASS and CROCKERY WARE, &c., &c.; BRASS MIRROR BEDSTANDS, WARDROBES with MIRROR, TOILET TABLES, MARBLE WASHSTANDS, TOILET SETS, COMBINATION BOOKCASE and DESK, &c., &c.; BATHROOM, PANTRY, and KITCHEN REQUISITES; and

ONE COTTAGE PIANO by Collard and Collard. Also, A Quantity of ELECTRICAL FITTINGS, and A Large Quantity of PLANTS in POTS, &c., &c. As Customary. On View from Saturday, the 24th June, 1905.

GEO. P. LAMBERT, Auctioneer. Hongkong, June 19, 1905. 1176

NAVY CONTRACT. TENDERS are invited for supply of FRESH WATER for the period of 12 months commencing 1st JULY next, to H.M. NAVAL YARD, Hongkong, or to any of H.M. SHIPS and HIRER VESSELS lying in the Harbour. Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, and should be returned not later than SATURDAY, the 24th June, 1905. Hongkong, June 19, 1905. 1173

SANITARY BOARD OFFICE, HONGKONG. TO THE OWNERS OF DOMESTIC BUILDINGS. TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such building within the Western Division of the City of Victoria occupied by Members of more than one family must be CLEANED and LIMEWASHED THROUGHOUT by the owner during the months of May and June. The word 'throughout' used in this notice means that the houses should be Limewashed in respect of all the Walls of each Room and Staircase—all cubicle partitions—Stair Casings and Stair Linings, all Ceilings and the Underneath of Roofs, both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard should have its Containing Walls Limewashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed but must be Cleaned. The Western Division of the City lies to the West of Tunk Lane and Cloverley Street. C. F. W. BOWEN-ROWLANDS, Assistant Secretary. Dated this 31st day of May, 1905. 1172

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship MALACCA POAR, Captain E. Fay, will be despatched for the above Ports on FRIDAY, the 23rd Inst., at 3 p.m. For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents. Hongkong, June 19, 1905. 1175

MOGUL LINE OF STEAMERS. NOTICE TO CONSIGNEES. THE STEAMSHIP OCEANO, FROM GLASGOW AND LIVERPOOL. CONSIGNEES of Cargo are hereby informed that all Goods are landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF and Godown Co., at Kowloon, whence and for from the Wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognised. All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be counter-signed by DODWELL & CO., LIMITED, Agents. Hongkong, June 19, 1905. 1171

To-day's Advertisements

THIS SPACE HAS BEEN RESERVED.

BY

KING BROTHERS,

3, New London Street,

LONDON, E.C.

Hongkong, January 4, 1904. 20-1

NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLENGER and DORNER. And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY. LANE, CRAWFORD & CO. Hongkong, May 13, 1905. 936

REWARD OF \$5,000. OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of Singling large Quantities of Opium into this Colony. CHIN JOO HENG CO., OPIUM FARMER. Hongkong, June 19, 1905. 1179

FOR SALE. 'BUICK' TYPEWRITER No. 7 Nearly New, \$60. Apply 'A. B. C.' Care of 'CHINA MAIL' Office. Hongkong, June 19, 1905. 1178

SITUATION WANTED. BY AN ENGLISHWOMAN with a view to going Home next Spring; would travel. Apply to '113,' Care of 'CHINA MAIL' Office. Hongkong, June 19, 1905. 1177

BOARD AND RESIDENCE. THE Proprietress of the 'TANG YUEN' is removing on the 1st July, and is opening a larger Boarding House at 'BRAESIDE' 20, MACDONNELL ROAD, where the accommodation comprises large Dining and Reception Rooms, large and well-furnished Bedrooms, Tennis Courts, and large Garden, with fine view of the Harbour. Address:— Mrs F. W. WATTS, 'Braeside' 20, Macdonnell Road. Hongkong, June 19, 1905. 1174

SELECT BOARD & RESIDENCE AT 'BRAESIDE.' A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to Mrs F. W. WATTS, 'BRAESIDE' 20, MACDONNELL ROAD, (Caret of 'TANG YUEN'). Hongkong, June 19, 1905. 92

THE DAIRY FARM CO., LTD. AUSTRALIAN FROZEN MEATS. BEEF.—Sirloin, Rump or Porter, house Steak ... 30 cents. Soup Meat ... 16 " Various ... 12 " MUTTON.—Loin Chops ... 52 " Leg ... 30 " Rib ... 26 " Fore Quarters ... 22 " Breast ... 12 " LAMB.—Leg, Loin, Chops ... 34 " Hind Quarters ... 34 " Rib Chops ... 32 " Fore Quarters ... 28 " PORK.—Leg or Loin ... 45 " Chops ... 40 " Shoulder ... 30 " Orders received before 8 A.M. can be filled at Noon. Orders received before Noon can be filled at 3.50 P.M. Orders received before 3.50 P.M. can be filled first thing the next morning. Hongkong, June 17, 1905. 1163

TASTE FUSSELL'S PURE RICH THICK CREAMS. And you will have no other. Delicious with Fruits, Colonists, Miners, Sailors, Yachtsmen, Hotel Proprietors, in fact 'Everybody' in all parts of the Globe have pronounced it as 'Simply Delicious.' SOLE AGENT: H. RUTTONJEE, For South China. Hongkong, April 15, 1905. 741

THE WINE GROWERS SUPPLY CO. DIRECT IMPORTERS OF WINE, BEER AND SPIRITS from well-known Growers, Distillers and Bottlers. PRICE LIST ON APPLICATION. BARRETT & CO., Agents. No. 22 & 24, BANE D HILLING, Queen's Road. 1601

ROBINSON PIANO COMPANY, LTD. THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

PIANOS OF THE HIGHEST CLASS EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES, AT MODERATE PRICES. OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS' EXPERIENCE AS EXPERTS, DEVOTED EXCLUSIVELY TO THE PIANO TRADE. WE ARE BY FAR THE LARGEST IMPORTERS and MANUFACTURERS IN CHINA, AND STOCK THE GREATEST VARIETY OF MAKES. WEISMANN, LTD. TELEPHONE No. 407. Patrons of CAFE WEISMANN will please notice that our

REFRESHMENT ROOMS AT 34, QUEEN'S ROAD CENTRAL WILL CLOSE EVERY NIGHT at 8 p.m. ENTRANCE TO DINING ROOMS No. 1, WYNDHAM STREET. OPEN TILL 11 P.M. H. WEISMANN, Manager. Hongkong, May 6, 1905. 1634

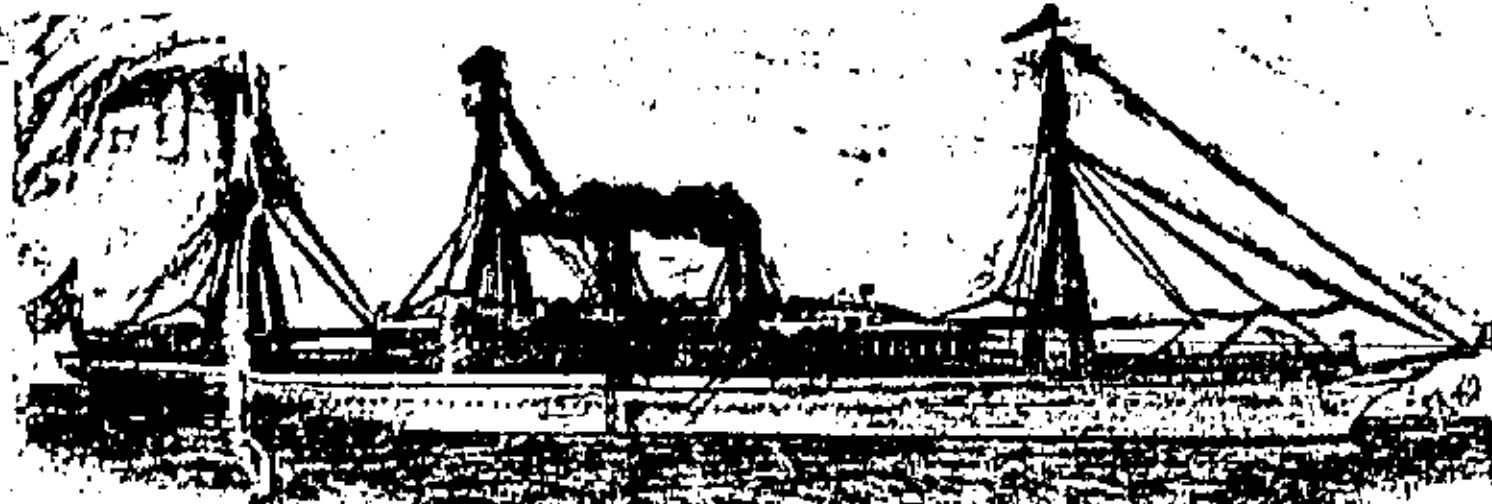
BURLINGTON, SPECIALTIES: MILLINERY AND DRESSMAKING. OF EVERY DESCRIPTION AT LONDON RETAIL PRICES. MUSLINS:—EMBROIDERED and BROCADE STRIPES; FLALED ZEPHYRS; MERCEUR; RED REPT, FANCY CRIM, and a great many other varieties. A Very Large Assortment of LACES, COMBS, FONGEE SILK AND PERFORMERY. Telephone No. 636. Hongkong, June 10, 1905. 633

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE
indicated—
FOR STEAMERS TO SAIL ON REMARKS.
YOKOHAMA, via SHANGHAI, MOJI, **FORMOSA**..... About 24th June. Freight and
and KOBE (Passing through the Inland Sea). T. W. H. SNOW..... Passage.
LONDON & ANTWERP, via **PALERMO**..... About 27th June. Freight only.
SUEZ, PANAMA, COLON, **SAID** AND MARELLAS. E. G. ANDREWS.....
SHANGHAI, **CHUSAN**..... About 30th June. Freight and
H. W. KENNEDY, R.N.R. Passage.
LONDON, &c., **NUBIA**..... Noon, 1st July. See Special
F. J. FOX..... Advertisement.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, June 17, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
Sailing 8 to 7 days across the Pacific.
R.M.S. **PROVINCIAL** Sailing from Hongkong. (Subject to Alteration).
EMERALD OF INDIA, Com. E. BERTHAM, R.N.R. 6000 Tons WEDNESDAY, June 21.
TARTAR, Com. W. DAVIDSON, R.N.R. 4425 Tons WEDNESDAY, July 5.
EMERALD OF JAPAN, Com. R. FRYER, R.N.R. 6000 Tons WEDNESDAY, July 12.
EMERALD OF CHINA, Com. R. ARCHIBALD, R.N.R. 6000 Tons WEDNESDAY, Aug. 2.
ATHENIAN, Com. S. ROBINSON, R.N.R. 3882 Tons WEDNESDAY, Aug. 9.
Hongkong to London, 1st Class, via St. Lawrence £200. via New York £22.
Intermediate on Steamers, £10. " " £12.
and 1st Class Rail, " " £10. " " £12.
THE magnificent **EMERALD** STEAMSHIP passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. **TARTAR** AND **ATHENIAN** Carry INTERMEDIATE Passengers only
at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further Information, Maps, Guides, Books, Rates of Freight and Passage,
apply to D. E. BROWN, General Agent, Hongkong, June 14, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.
NICOMEDIA.....4370 WAGNER..... July 1, 1905.
NUMANTIA.....4370 BREMER..... July 16, 1905.
ARABIA.....4483 METZGER..... Aug. 6, 1905.
ARAGONIA.....5198 SCHULTZ..... Aug. 26, 1905.
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to
PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, June 14, 1905.

OSAKA SHOSHEN KAISHA.
REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING
ANPING, via SWATOW AND AMOY, **PROMISE**, Capt. THORNTON, TUESDAY, June 20, 10 a.m.
TAMSAI, via SWATOW AND AMOY, **PROTEUS**, Capt. KRABBE, SUNDAY, June 26, 8 a.m.

ON account of the present state of political affairs, all the Company's New Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its spe-
cially designed new Steamers.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co's local Branch
Office, at No. 8, Des Voeux Road Central.
—T. ARIMA, Manager.
Hongkong, June 16, 1905.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
FLIADIS	3755	F. G. Furlington	About June 30.
SHAWMUT	3608	E. V. Roberts	About July 12.
TREBONT	3608	T. W. Gattick	About Aug. 8.

† Cargo only.

GREAT FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. **Shawmut** and **Trebon** are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness & ease. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.
HONGKONG, May 9, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	SAJAX	23rd June.
GLASGOW AND LIVERPOOL	INDONESIA	30th June.
GLASGOW AND LIVERPOOL	STINTOR	7th July.
GLASGOW AND LIVERPOOL	PATROCLUS	14th July.
GLASGOW AND LIVERPOOL	KREMONA	18th July.
GLASGOW AND LIVERPOOL	PARLON	18th July.
GLASGOW AND LIVERPOOL	ACHILLE	25th July.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL	DEUCALION	29th June.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	21st June.
LONDON, AMSTERDAM & ANTWERP	HYSON	4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCOS	18th July.
* GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	30th July.
LONDON, AMSTERDAM & ANTWERP	ASAN	1st August.
LONDON, AMSTERDAM & ANTWERP	TELEMACHUS	15th August.
* GENOA, MARSEILLES & LIVERPOOL	STINTOR	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via KREMUN	TELEMACHUS	19th July.
NAGASAKI, KOBE & YOKOHAMA		

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	CALPHA	20th June.
	TELEMACHUS	18th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
CHEFOO	CHINGKANG	20th June.
MANILA	TAMING	20th June.
YOKOHAMA AND KOBE	CHINGTO	21st June.
SHANGHAI	SHANGHAI	21st June.
SWATOW, WEIHAIWEI, CHEFOO	CHILIL	21st June.
SHANGHAI	TIENSIN	23rd June.
CEBU & LOLO	KAIFONG	23rd June.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINOTU	10th July.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light, Unrivaled Table.
A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
† Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, June 19, 1905.

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

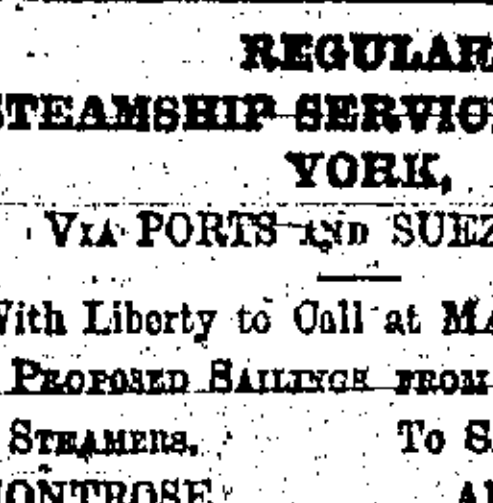
Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	June 24, at Noon.
RUBI	2540	A. H. Notley	Manila	July 1, at Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.
Hongkong, June 19, 1905.

HONGKONG—NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY.FOR NEW YORK, via PORTS AND
SUZ CANAL.
(WITH LIBERTY TO CALL AT THE
MALABAR COAST).

S.S. NORFOLK	About 22nd June.
S.S. INDRAWADI	About 26th July.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, June 12, 1905.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUZ CANAL.

With Liberty to Call at Malabar Coast.

Proposed Sailing from Hongkong

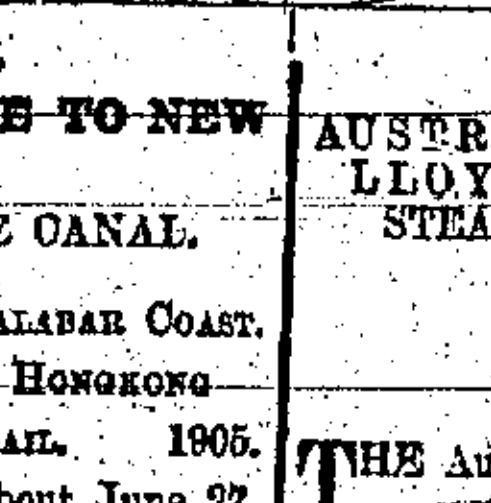
STEAMERS. TO SAIL. 1905.

MONTROSE.....About June 27.

ST HUGO.....About July 15.

SHIMOSA.....To follow.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.
Hongkong, June 9, 1905.AUSTRIAN LLOYD'S
STEAMNAVIGATION
COMPANY.

NOTICE

The Austrian Lloyd's Steam Navigation
Co.'s Steamer**MARIA VALERIE**having met with an accident, her SAIL-
ING DATE has been INDEFINITELY
POSTPONED.**SANDER, WIELER & Co.,**
Agents.
Princes' Building,
Hongkong, May 30, 1905.

1045

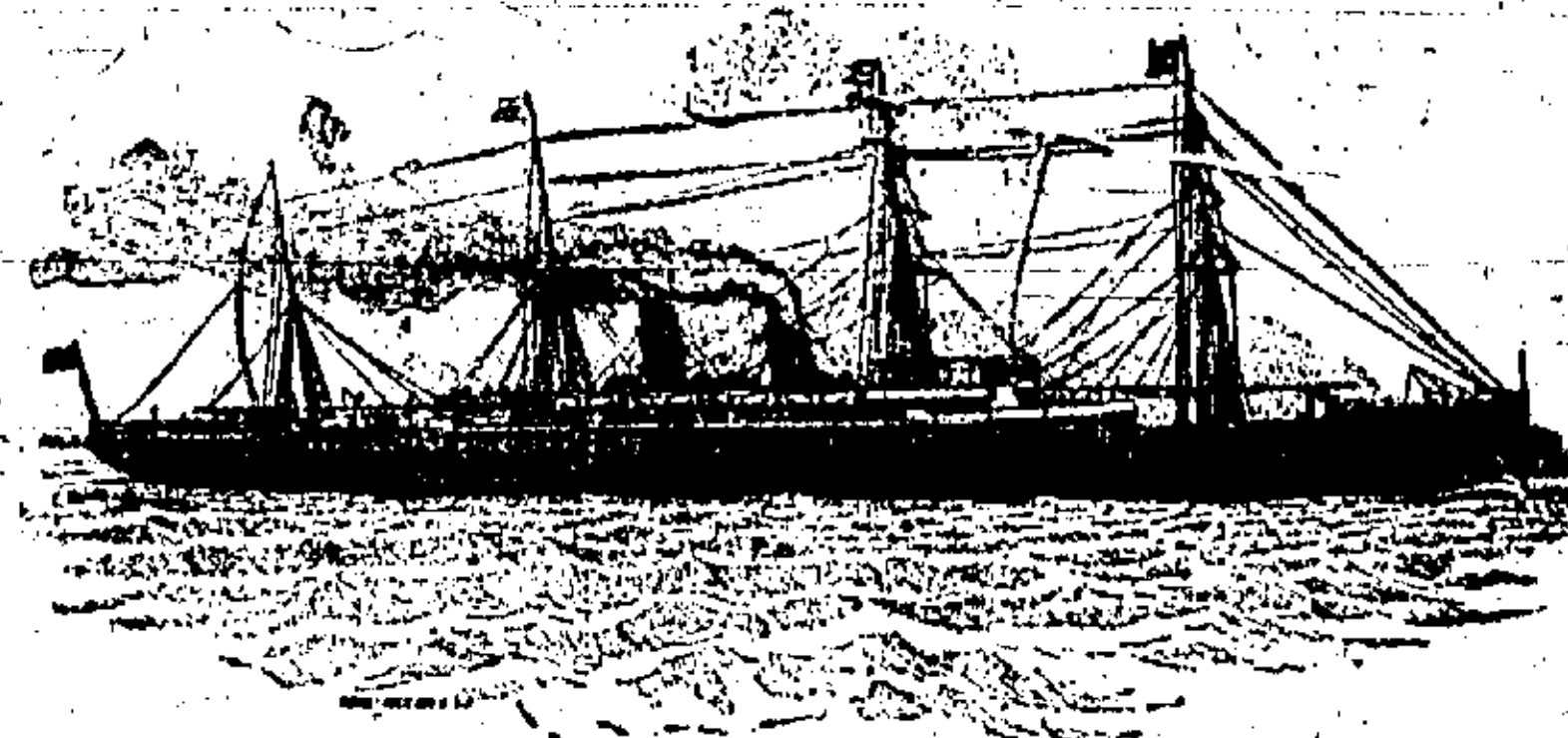
Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND
ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,
AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU,
on the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
COPTIC 4,352 Gross Tons. THURSDAY, 22nd June, at Noon.	
SIBERIA 11,284 " " THURSDAY, 6th July, at Noon.	
MONGOLIA 13,639 " " TUESDAY, 18th July, at Noon.	
CHINA 5,080 " " FRIDAY, 28th July, at Noon.	
DORIC 4,784 " " FRIDAY, 11th Aug., at Noon.	
MANCHURIA 13,639 " " FRIDAY, 18th Aug., at Noon.	
KOREA 11,278 " " FRIDAY, 1st Sept., at Noon.	

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,278 tons, Oct.
18th-23th, 1902; 10 days, 15 hours.

THE O. & O. Steamship COPTIC will be despatched for SAN FRANCISCO, via
AMOY, KEELUNG, SHANGHAI, NAGASAKI, KOBE, (INLAND SEA)
YOKOHAMA, and HONOLULU on THURSDAY, the 22nd June, at Noon, taking
Freight for Japan, the United States, and Europe. Passengers are allowed to break
their journey at any point on route.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Ore-
land Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and
South America, by the Companies' and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the
Companies, OCEAN'S BUILDING,
Queen's Buildings,
Hongkong, June 17, 1905.

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, SOU- BAYA & SAMARANG	HOPKANG	TUESDAY, June 20, at 3 p.m.
* MANILA	YUENSANG	FRIDAY, June 23, at 3 p.m.
* SHANGHAI	HANGSANG	FRIDAY, June 23, at 3 p.m.
* SINGAPORE, PENANG, and CALOUTTA	SHISANG	SATURDAY, June 24, at Noon.
* SANDAKAN	MAUSANG	TUESDAY, June 27, at 3 p.m.
* TIENSIN	BEANG	WEDNESDAY, June 28, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and
are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang
and Yangtze Ports.
† Taking Cargo on through Bills of Lading to Lahad Datu, Singapore, Tawau,
Kuala, Noank, Jesselton and Labuan.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:

S.S.	Captain
SHANLEY	J. P. DAWSON
COURTFIELD	J. W. MARTIN
ORANLEY	W. E. STEELE
IRBAL	M. ROBERTSON
ASCOT	O. E. COX
LOTHIAN	J. G. WILLIAMSON
IRKYM	E. S. PEARSE
SIRK	J. ROWLEY
SOPALA	Geo. STEPHEN
INDRAJAHMA	R. P. CHATWIN
INDRAVELLI	J. COLLINGS
SEALDA	Geo. BROWN
CATHERINE PARK	Copp.
INKULA	DEAN

For Freight, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, February 9, 1905.

BRITISH INDIA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND
RANGOON.

THE Company's Steamship
ZAIDA
Captain O. WILLIS, will be despatched
as above on TUESDAY, the 20th June,
at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, May 13, 1905.

1142

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship
HAICHING
Captain HOLMES, will be despatched
for the above Ports on TUESDAY, the 20th
Inst., at 11 a.m.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, June 17, 1905.

1160

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO
SHANGHAI, YOKOHAMA AND
KOBE.

THE Company's Steamship
CHINA
Captain TOUTANOVICH, will leave for the
above places on SATURDAY, 24th Inst.,
p.m.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents,
Princes' Building,
Hongkong, June 17, 1905.

1167

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR
SAIGON, SINGAPORE, BA-
TAVIA, COLOMBO, INDIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN, AND
BLACK SEA PORTS.

THE Steamship
GALEDONIE
Captain GREGORY, will be despatched
for MARSEILLES on TUESDAY, the 27th
June, 1905, at 1 p.m.

Passage Tickets and through Bills of
Lading issued for above ports.
Cargo also booked for principal places in
Europe.

Next Sailings will be as follows:

S.S. **OCMEY**.....July 11, 1905.

S.S. **TOUTANE**.....July 20, 1905.

S.S. **TOSKIN**.....August 8, 1905.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 13, 1905.

1148

FOR NEW YORK,
VIA PORTS AND SUZ CANAL.

(With Liberty to call at the Malabar Coast).

THE Steamship
KENNEDY
will be despatched for the above ports
about EARLY JULY, 1905.

For Freight, etc., Apply to
**STANDARD OIL COMPANY
OF NEW YORK,**
Oriental Freight Department,
4 Des Voeux Road Central.

Hongkong, May 18, 1905.

873

Shipping.

GREAT NORTHERN STEAM-
SHIP COMPANY.

Operating in conjunction with
THE GREAT NORTHERN AND
NORTHERN PACIFIC RAILWAY OF
U. S. A.

FOR SEATTLE, via SHANGHAI,
NAGASAKI, KOBE AND YOKOHAMA
(Passing through the INLAND SEA OF
JAPAN).

THE Magnificent New Twin-screw
Steamship

'MINNESOTA'

Tons 20,718 Gross Reg.
-Captain J. H. BARNES.

Will sail on TUESDAY, the 20th
June, at Noon, conveying Cargo to the
Pacific Coast, United States and Canadian
Overland Common Points; also Passengers
to the United States, Europe, &c.

This Steamer is luxuriously fitted with
spacious SUITES and STATEROOMS,
equipped with CIRCULATING LIBRA-
RY, MUSIC, SMOKING, ROOMS,
BARBER SHOP, NURSERY, STEAM
LAUNDRY.

Special Provision is made for the safe
transport of SILK, TREASURE and Val-
uable Cargo; and PARCELS are carried at
low rate to all points of U.S.A. in connec-
tion with the Great Northern and Northern
Pacific Express Companies.

Trans-Pacific Cabin Passengers by this
Line can, if desired, TRAVEL BY RAIL
between the ports of Nagasaki, Kobe and
Yokohama WITHOUT EXTRA CHARGE.
Also FIRST CLASS RETURN TICKETS
to Shanghai and Japan Ports are available
for return by the steamers of the REGU-
LAR MAIL LINES.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.

Hongkong, June 13, 1905.

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship
BENLOMOND
Captain HENDERSON, will be despatched as
above on or about SATURDAY, the 24th
June.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, June 13,

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 4, 1904.OSAKA HOTEL,
NAKANOSHIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.
R. HARI, Manager.

December 5, 1904.

THE SEASONABLE COMPLAINT.

ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILDER AND RUN DOWN. We wonder how we stood the heat of January and February so well, only to collapse when the weather is appreciably cooler. The reason is that the Summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again.

LAXATIVE

IS THE REMEDY.

APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared only by the LAXATIVE CO., LTD., Budapest, Hungary.

Sold by all Chemists and Storekeepers.

Notices to Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.THE Steamship *Arcton*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 24th June, will be landed at Consignees' risk and expense into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, June 17, 1905. 1168

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER *SIMLA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo:—From London, &c., ex s.s. *Marmora* and *Pyria*.From AUSTRALIA, ex s.s. *Himalaya*.From PERSIAN GULF, ex s.s. *B. I. S. N.* and *B. and P. S. N.* Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 8 A.M. To-morrow.

Goods not cleared by the 22nd Inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be accepted. No claims will be admitted after the goods have left the Godowns.

J. S. LEWIS, Acting Superintendent.
Hongkong, June 15, 1905. 1187

NOTICE TO CONSIGNEES.

STEAMER *OCEANIAN*.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. *Dante* and *Dordogne*; from HAVRE ex s.s. *Bordeaux*; from BORDEAUX ex s.s. *Ville de Valenciennes* in connection with above steamers are hereby informed that their Goods, with the exception of Opium, Tobacco and other articles being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on special Intimation as received from the Consignees before Noon, To-morrow, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining unclaimed after TUESDAY, the 20th Inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th Inst., or they will not be recognized.

A General Cancellation will be examined on TUESDAY, the 20th June, at 3 p.m. No Fire Insurance has been effected.

G. de CHAMPEAUX, Agent.
Hongkong, June 15, 1905. 1191

OUR SECOND CRUISER SQUADRON.

P. Z., Exercises.

On April 27 the Atlantic and Mediterranean fleets met off the Island of Rhodes, and then went into harbour at Marmara. The following week was devoted to steam tactics combined with battle formations usually known by the name of 'P. Z. Exercises'. The fleet is divided into two opposing forces, which fight a battle, or to be more exact, go through the motions of doing so. The object of these exercises is to accustom the officers to the handling of a fleet, and to give captains confidence in the handling of their individual ships.

That captains in the British Navy are thoroughly capable of handling their ships the following incident, one of many, will prove. The Mediterranean fleet was entering the grand harbour in Malta, and the ships were taking up their respective billets. One battleship swung round to the right and next one turned to the left, in such a way that they were both on the same line, when the latter reversed her engines. The constantly decreasing space between these two ships would up to a given moment allow of a battleship to just pass through. The captain of the third ship grasped this, and made for the gap, putting his helm over as he entered it. He got through with success, but the fact that he had only three feet to spare on each side shows the amount of responsibility he took, and the iron nerve he displayed in taking it.

Yet, was this lesson learnt in P. Z. Exercises, or was it not rather learnt as a midshipman in the handling of picket boats, later in the handling of destroyers? Steam tactics pure and simple are the school where captains learn how to handle their ships; P. Z. Exercises afford them an opportunity of studying naval strategy and tactics. This opportunity is, however, entirely confined to captains. The general and special ideas which govern the exercises, and are the key to the formations employed, without which the exercise is incomprehensible are sent to the captains, and marked confidential. The exercise is carried out, little or no interest is taken in it by the other officers of the ships engaged, and, many days afterwards, the plotted charts are sent round to the various ships for the benefit of the navigating and gunnery officers. By this time all interest has lapsed in the exercise, and the various diagrams only faintly recall the actual movements of the fleets. The result that is arrived at is calculated on the theory that the shooting has been perfect and every shot has obtained the maximum effect. Yet it is well-known fact that in the first naval engagement of the Russo-Japanese war the shooting was very wild on both sides.

P. Z. Exercises almost invariably end in drawn battles, as judged on paper. The two fleets approach each other in line abreast till they are about 6000 yards apart, when one of them alters course and forms line ahead. The opposing fleet then immediately does the same. Course is then altered to points on both sides, and so the game goes on. Each fleet conforms to the movements of the other, and both squadrons move on parallel lines. As long as this is the case the paper result must be a drawn battle, because both fleets have got an equal number of guns bearing at the same range on similar targets for the same time; and on paper each shot scores a bull's-eye unless the subsequent plotting proves that some egregious error has been made in estimating the range on one side or the other. This, however, is a factor which is practically non-existent with the ranging instruments available.

This is the normal type of exercises which is sometimes varied, either accidentally, or purposely. Two of the exercises recently carried out form examples of these variations. In one, when the fleets were within 6000 yards of each other the Admiral on one side altered course eight points to starboard, a movement which was immediately copied by his opponent, but with a difference. In the former fleet the leading ship altered course in the required direction, but the rest of the fleet, in obedience to the signal, altered course first to port, and steamed diagonally to their places in the new alignment, when they altered course again to starboard. While the alteration, of course, was being effected, only the leading ship could bring her broadside to bear on the enemy, while the rest of the fleet could only bring their after-turret guns and one gun to bear. The opposing fleet, on the other hand, altered course in succession, the broadside bearing on their opponents throughout the operation. The incident furnished a very useful lesson, for it showed that though the method first described was quicker than the normal one, yet it was not the one best suited to the circumstances when the fleets were within such close range of each other.

In another exercise the two fleets steamed along two legs of a triangle towards the apex. As this point was approached, the leaders of the two lines came closer and closer to each other, till only some 400 yards separated them. They still held on, and the result was a chaotic mass of ships, from which it was no easy matter to pick out friend or foe. It was a moment of excitement as well as of a certain amount of indecision, but in the real thing such a state of affairs would be absolutely impossible. The leading division on one side or another, if not both, would have been wiped out. The commander-in-Chief of one side realised this before his leading division became disorganised, and moved his second division out of the line, altering course eight points to starboard with a view of drawing part of the enemy's fleet away.

In this he succeeded, for his opponent followed him with his second division, and another action took place some two or three miles away from that in which the two first divisions were engaged.

Here again was an instructive example which made one wonder what the result would have been had the chief arbitrators, the shell and the torpedo, been present. It exemplified, however, the theory that is held by our best Admirals, that the surest road to victory is the one that leads straight towards the enemy's fleet, and that this road must be followed at all odds.

P. Z. exercises would be far more interesting if the ideas which governed them were made public among the officers who take part in them to such an extent that they could understand what was being done, and how far the object to be attained had been accomplished. This is not a matter of policy, but of a much appreciable kind, and the exercise, when the right of putting ships that were palpably taken at a disadvantage out of action. Some simple device could be adopted to indicate the fact that a ship was 'hors de combat' until she had time to draw clear of the line.

As the exercise was over, the captains of ships should be ordered to repair on board the senior umpire's ship, when the whole action could be argued out and much instruction and experience gained thereby. These captains should then explain to their own officers what had been done, pointing out the mistakes that had been made and the points that had been scored. The plotting of charts that is done now is extremely valuable, and would be an important factor in deciding the result with the greatest accuracy that is possible in mimic warfare; but the conferences immediately after the exercise, when the officers are fresh in everyone's mind and incidents are encouraged to make what remarks they like, would be much appreciated. The plotting of charts that is done now is only regarded as a discussion on the exercise rather than a dictum as to the result.

These exercises, all, are extremely useful and of great value from the gunnery point of view, for ships are in every way prepared for battle and fought under battle conditions. Every detail is regulated with care, and the system is thoroughly tested and any weak points in the system strengthened. With this saving clause one cannot help being struck by the fact that an idea which is so very excellent in its conception, has been marred in the method adopted for carrying it out.

P. Z. is a cryptic title, drawn from the signs code, and not understood by the landmen. The letters denote tactical exercises planned by the senior flag-officer of the fleet engaged, during which any post-captain in command of a battleship may be required to handle a division. This is not a definition, but a rough and ready explanation of what 'P. Z.' exercises are.

A CURE FOR CONSTIPATION.

To ensure a Natural Movement of the bowels, it is most important to take plenty of exercise every day. Many men and women don't do this, and they become more or less constipated, sometimes going two or three days without a passage from the bowels. This is a very serious thing, not only because constipation makes our food and blood impure, but because the prolonged presence of waste matter in the bowels strains the muscular walls, eventually paralysing them, so that instruments have to be used to remove the impurities.

Those who cannot get enough exercise, or whose work is sedentary, should use Doan's Backache Pills, which are made from pure roots and herbs that act on the bowels, navigating the muscular walls, and toning up the nerves, liver, stomach, and whole digestive organism. Doan's Backache Pills often the mass of clogging waste, preventing piles, and inflammation of the intestines; and they cure sluggish liver, indigestion, biliousness, headache, poor appetite, impoverished blood, and every symptom of liver, stomach, or bowel trouble.

All the chief chemists and medicine dealers sell Doan's Backache Pills, price 1/4 for a box, or 6/- for 6 boxes; or the medicine may be had, post free on receipt of price, direct from the proprietors—the Foster-McClellan Co., 8, Wells-street, Oxford-street, London, England.

Contractors.

WING ON, CONTRACTOR AND HOUSEBUILDER, No. 34, D'AGUIAR STREET.

CONTRACTOR TO H.B.M.'s Government, War Department and Admiralty. We keep always in stock a large supply of Building Materials at reasonable prices.

Hongkong, March 22, 1905. 614

HUNG SHING, BUILDING CONTRACTOR.

No. 37, D'AGUIAR STREET. CONTRACTOR TO H.B.M.'s GOVERNMENT, &c., &c. Hongkong, March 23, 1905. 623

SING YUEN, CONTRACTOR AND HOUSEBUILDER.

No. 33, D'AGUIAR STREET. CONTRACTOR TO THE P.W.D. from 1901 to 1902, and Admiralty, &c., &c. We keep a large stock of Building Materials, also Timber at very low prices. Hongkong, March 22, 1905. 613

SANG LEE & CO., CONTRACTORS AND BUILDERS.

No. 59, DES VEXES ROAD CENTRAL. Contractors to H.B.M.'s Government. We always keep a large stock of BUILDING MATERIALS at Reasonable Prices. Hongkong, February 20, 1905. 584

Tung Tai Tseung Kee Co., ENGINEERS AND SHIPBUILDERS.

BOILER MAKERS, FOUNDRY, SHIPBUILDERS, No. 25, PRAYA EAST, WANCHAI, HONGKONG. Call Flag O. Hongkong, February 18, 1905. 558

KENG TAK CHEONG, GENERAL CONTRACTOR.

SITE BUILDING AND REGULATION WORKS. BLACKBURN, JEFFERY & LUTHER. BUILDERS AND MASONRY. No. 38, D'AGUIAR STREET. CONTRACTOR TO THE WAR DEPARTMENT, &c., &c. Every Order promptly attended to. 1st Class Testimonials. Communications please address to Mr. T. KENG, Hongkong, March 22, 1905. 611

Contractors.

A WING & CO., CONTRACTORS & HOUSEBUILDERS, No. 75, QUEEN'S ROAD EAST.

ALL Communications, please address to Mr. ANDREW TSANG WING, Hongkong, February 18, 1905. 586

Lam Woo & Co., (FORMERLY LEE WOO & Co.), No. 12, LEE YUEN STREET (WEST), CONTRACTORS & HOUSEBUILDERS.

CONTRACTORS TO H.B.M.'s Government and War Department. We have always in Stock a large Supply of Building Materials. All communications please address to Mr. LAM WOO, Hongkong, March 3, 1905. 460

AH-KING, SLIPWAY, YACHT AND BOAT BUILDER.

CARPENTER, Painter, Rigger, Sail and Flag Maker; Brass, Copper and Blacksmith. GENERAL CONTRACTOR. PRAYA EAST, WANCHAI, HONGKONG. Hongkong, February 13, 1905. 507

TUNG LEE, (Late a TAY), SHIPBUILDER, BOATBUILDER, AND SHIPS' CARPENTER.

BLACK SMITH AND CAULKER. Office at 374, DES VEXES ROAD WEST, Workshop at YAU MATI, Hongkong, March 22, 1905. 613

Yau On, HOUSEBUILDER AND CONTRACTOR.

No. 40, HOLLYWOOD ROAD. CONTRACTOR TO THE Admiralty and Chinese Government. Matched Building and House Painter. Always in stock a large supply of Building Materials. Hongkong, March 10, 1905. 510

AH-PONG, SHIP AND HOUSE PAINTER.

GILDER, GRAINER, AND SCRAPER, CAULKER AND CARPENTER. No. 44, DES VEXES ROAD CENTRAL. Hongkong, February 20, 1905. 583

KANG ON & Co., BUILDERS AND CONTRACTORS.

No. 30, D'AGUIAR STREET. CONTRACTORS TO H.B.M.'s Government, Admiralty and War Department, &c., &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. We Do Not Compete. Hongkong, March 10, 1905. 512

K. Shiu Tai & Co., HONGKONG & WANCHAI-WHARF.

HEAD OFFICE:—117 & 119, DES VEXES ROAD, HONGKONG. NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS. Wholesale and Retail in Provisions and Tinned Goods, &c., &c. K. SHIU TAI, General Manager. Hongkong, March 10, 1905. 511

KWONG FOOK CHEONG, SHIP'S CARPENTER.

BOAT AND LAUNCH BUILDER. ENGINEER AND ROILER MAKER. HAS EVERY KIND OF THING FOR SALE. 55, PRAYA EAST, HONGKONG. Hongkong, March 20, 1905. 591

SHUN LEE & Co., SHIP'S CARPENTER.

BOAT BUILDER, BLACK SMITH & CAULKER. All Kinds of Timber For Sale. No. 59, PRAYA, WANCHAI, HONGKONG. C. CHUNG HEE, Manager. Hongkong, March 20, 1905. 592

A CHOO & Co., 39, DES VEXES ROAD, CENTRAL.

GENERAL STOREKEEPERS, NAVAL CONTRACTORS, AND COAL MERCHANTS. HAVE always on hand an Ample Stock. Supplies executed at shortest notice. Well-dressed Steam-launches kept for Picnic parties and for Towing purposes. PRICES VERY MODERATE. Telephone No. 160. Hongkong, December 1, 1904. 1791

QUONG YICK, CONTRACTOR AND HOUSEBUILDER.

No. 37, QUEEN'S ROAD EAST. CONTRACTOR TO H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices. Hongkong, March 20, 1905. 593

THE PO YICK COY., CONTRACTORS & HOUSEBUILDERS.

No. 250, QUEEN'S ROAD EAST, WANCHAI. CONTRACTORS TO H.B.M.'s War Department and Admiralty. We keep always in Stock a Large Supply of Timber at Reasonable Prices. Hongkong, February 16, 1905. 537

KWONG HEP LOONG CO., LIMITED, SHIPBUILDERS AND ENGINEERS.

BOILER MAKERS, BRASS AND IRON FOUNDRERS. Office:—No. 54, DES VEXES ROAD CENTRAL. All Work done in this Establishment is guaranteed. We have 32 years experience. Our Dry Docks are next to Comopolitan Docks (Sam Sui Po) and can accommodate any craft of 160 tons long. We have at present a new fast Steam Launches for Sale. Hongkong, February 25, 1905. 598

TUNG ON, CONTRACTOR AND BUILDER.

No. 26, D'AGUIAR STREET. CONTRACTOR TO H.B.M.'s Government, &c., &c. Communications please address to Mr. TAN SHUN, Also, every kind of Building Materials for Sale. Hongkong, March 23, 1905. 624

Contractors.

A WING & CO.

CONTRACTORS & HOUSEBUILDERS, No. 75, QUEEN'S ROAD EAST.

ALL Communications, please address to Mr. ANDREW TSANG WING, Hongkong, February 18, 1905. 586

Lam Woo & Co., (FORMERLY LEE WOO & Co.), No. 12, LEE YUEN STREET (WEST), CONTRACTORS & HOUSEBUILDERS.

CONTRACTORS TO H.B.M.'s Government and War Department. We have always in Stock a large Supply of Building Materials. All communications please address to Mr. LAM WOO, Hongkong, March 3, 1905. 460

AH-KING, SLIPWAY, YACHT AND BOAT BUILDER.

CARPENTER, Painter, Rigger, Sail and Flag Maker; Brass, Copper and Blacksmith. GENERAL CONTRACTOR. PRAYA EAST, WANCHAI, HONGKONG. Hongkong, February 13, 1905. 507

TUNG LEE, (Late a TAY), SHIPBUILDER, BOATBUILDER, AND SHIPS' CARPENTER.

BLACK SMITH AND CAULKER. Office at 374, DES VEXES ROAD WEST, Workshop at YAU MATI, Hongkong, March 22, 1905. 613

Yau On, HOUSEBUILDER AND CONTRACTOR.

No. 40, HOLLYWOOD ROAD. CONTRACTOR TO THE Admiralty and Chinese Government. Matched Building and House Painter. Always in stock a large supply of Building Materials. Hongkong, March 10, 1905. 510

AH-PONG, SHIP AND HOUSE PAINTER.

GILDER, GRAINER, AND SCRAPER, CAULKER AND CARPENTER. No. 44, DES VEXES ROAD CENTRAL. Hongkong, February 20, 1905. 583

KANG ON & Co., BUILDERS AND CONTRACTORS.

No. 30, D'AGUIAR STREET. CONTRACTORS TO H.B.M.'s Government, Admiralty and War Department, &c., &c. We keep always on hand the largest supply of Building Materials at Cheapest Prices. We Do Not Compete. Hongkong, March 10, 1905. 512

K. Shiu Tai & Co., HONGKONG & WANCHAI-WHARF.

HEAD OFFICE:—117 & 119, DES VEXES ROAD, HONGKONG. NAVY CONTRACTORS, GENERAL STOREKEEPERS AND BAKERS. Wholesale and Retail in Provisions and Tinned Goods, &c., &c. K. SHIU TAI, General Manager. Hongkong, March 10, 1905. 511

KWONG FOOK CHEONG, SHIP'S CARPENTER.

BOAT AND LAUNCH BUILDER. ENGINEER AND ROILER MAKER. HAS EVERY KIND OF THING FOR SALE. 55, PRAYA EAST, HONGKONG. Hongkong, March 20, 1905. 591

SHUN LEE & Co., SHIP'S CARPENTER.

BOAT BUILDER, BLACK SMITH & CAULKER. All Kinds of Timber For Sale. No. 59, PRAYA, WANCHAI, HONGKONG. C. CHUNG HEE, Manager. Hongkong, March 20, 1905. 592

A CHOO & Co., 39, DES VEXES ROAD, CENTRAL.

GENERAL STOREKEEPERS, NAVAL CONTRACTORS, AND COAL MERCHANTS. HAVE always on hand an Ample Stock. Supplies executed at shortest notice. Well-dressed Steam-launches kept for Picnic parties and for Towing purposes. PRICES VERY MODERATE. Telephone No. 160. Hongkong, December 1, 1904. 1791

QUONG YICK, CONTRACTOR AND HOUSEBUILDER.

No. 37, QUEEN'S ROAD EAST. CONTRACTOR TO H.B.M.'s Government. We have always a large stock of BUILDING MATERIALS at Moderate Prices. Hongkong, March 20, 1905. 593

THE PO YICK COY., CONTRACTORS & HOUSEBUILDERS.

No. 250, QUEEN'S ROAD EAST, WANCHAI. CONTRACTORS TO H.B.M.'s War Department and Admiralty. We keep always in Stock a Large Supply of Timber at Reasonable Prices. Hongkong, February 16, 1905. 537

KWONG HEP LOONG CO., LIMITED, SHIPBUILDERS AND ENGINEERS.

BOILER MAKERS, BRASS AND IRON FOUNDRERS. Office:—No. 54, DES VEXES ROAD CENTRAL. All Work done in this Establishment is guaranteed. We have 32 years experience. Our Dry Docks are next to Comopolitan Docks (Sam Sui Po) and can accommodate any craft of 160 tons long. We have at present a new fast Steam Launches for Sale. Hongkong, February 25, 1905. 598

TUNG ON, CONTRACTOR AND BUILDER.

No. 26, D'AGUIAR STREET. CONTRACTOR TO H.B.M.'s Government, &c., &c. Communications please address to Mr. TAN SHUN, Also, every kind of Building Materials for Sale. Hongkong, March 23, 1905. 624

Banks.

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

CAPITAL SUBSCRIBED.....YEN 5,000,000. CAPITAL PAID-UP.....YEN 2,500,000.

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Fuzhou, Keelung, Kobe, Nagasaki, Osaka, Shanghai, Taipei, Tientsin, Yokohama.

HONGKONG OFFICE: 4, QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGEMOTO, Manager. Hongkong, February 2, 1904. 216

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000. RESERVE FUND.....\$10,000,000. Sterling Reserve, \$10,000,000. Silver Reserve.....\$8,000,000. RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000.

BOARD OF DIRECTORS: H. A. HART, Esq., Chairman. A. H. HART, Esq., Deputy Chairman. Hon. C. W. DICKSON, Esq., F. S. B. Esq., G. H. MEDHURST, Esq., Hon. R. SHAW, Esq., A. J. RAYMOND, Esq., N. A. SIBBS, Esq., CHIEF MANAGERS: J. R. M. SMITH, Manager. Shanghai—H. E. R. HUNTER, Manager. LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—For 3 months 2 1/2 per cent. per annum. For 6 months 3 per cent. per annum. For 12 months 3 1/2 per cent. per annum. J. R. M. SMITH, Chief Manager. Hongkong, May 17, 1905. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation, J. R. M. SMITH, Chief Manager. Hongkong, May 1, 1904. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1833. HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....\$200,000. RESERVE FUND.....\$200,000. RESERVE FUND.....\$200,000.

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per cent. per annum. For 6 months 3 1/2 per cent. per annum. For 3 months 3 per cent. per annum. T. P. COCHRANE, Manager. Hongkong, May 19, 1905. 46

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1850.

CAPITAL SUBSCRIBED.....Yen 50,000,000. CAPITAL PAID-UP....." 18,000,000. CAPITAL UNPAID....." 6,000,000. RESERVE FUND....." 9,720,000.

HEAD OFFICE:—YOKOHAMA.

BRANCHES AND AGENCIES: TOKYO, Kobe, Nagasaki, London, Yokohama, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang, Dairen, Peking, Mukden, Port Arthur, Chefoo.

LONDON BANKERS: The London Joint Stock Bank, Limited, The Union Bank of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed. On Current Account at the rate of 2 1/2 per cent. per annum on the daily balance.

On fixed deposits for 12 months, 4 1/

